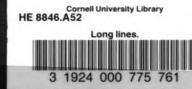
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IONG INES

FOR JULY, 1921



INTERSTRY LINNA

INITIAL NUMBER

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WHEN he isn't flying planes down at Garden City, L. I., Oscar Cesare, maker of our cover illustration, draws stunning pictures for the New York *Times* Sunday Magazine and other publications.

"What do you think of making it something about the new baby?" we asked, the day we climbed the stairs to his studio in East Eighth Street.

Cesare thought a minute. "Good," he said. And then his magic pencil began to race. Before we left he had outlined, on rough scraps of paper, a sketch very like our finished picture of a jolly, proud old soul in ample skirts displaying to the other kids the latest addition to the family.



ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT AMERICAN TELEPHONE AND TELEGRAPH COMPANY I 9 5 B R O A D W A Y , N E W Y O R K C I T Y

Vol. I., No. 1

T. T. Cook, Editor

July, 1921

MR. THAYER'S GREETINGS

Prestients Office American Telephone & Telegraph Company 195 Broadway New York

May 4, 1921.

TO "LONG LINES":

I have been familiar with the character of work of the Long Lines Department since it started about thirty-five years ago.

I have seen it set new standards in plant construction, meintenance and operating, but what has most commanded my admiration has been the "esprit de corps", the team work and team pride of the department.

Although widely separated, you have stood together and in standing together have not stood apart from the other parts of the Bell System. May that record go on.

I congratulate you on having a publication of your own and wish it and you all possible success.

Yours very truly,

President.

In that remarkable third paragraph there's a message for every man and woman on the payroll.

TEAM WORK

Mr. Stevenson Sizes Up the Purposes and Future of the Magazine

ITH this issue of Long Lines is realized another of the hopes and desires of the Long Lines Department. In the magazine we all see an additional means of binding together the relations and interests of the entire Department, and of strengthening the common interests of the other Associated Companies and the Long Lines Department as the operating units of the Bell System unitedly engaged in performing a great public service. For in this service we are all important parts, and the work of one must supplement and complement the work of the other.

However, with this realization of our desires come additional responsibilities, for, as Mr. Thayer has stated, the Department has set new standards, and now that Long Lines is going monthly throughout the entire country recording our activities, it is more important than ever that these standards be maintained and the standing of the Department be kept at the highest level. It has been done in the past, and I am confident that the Department will see to it that it is done in the future.

• • •

As I write, there hangs on my office wall a copy of the first work card reporting the first pole set for the Long Lines Department. Beside it a piece of the first hard drawn copper wire. Surely it is "Long Distance" from that point to the 26,000 miles of line and underground, with the nearly 1,000,000 miles of wire now in the Long Lines plant.

When I entered the service of the

Department, Washington marked the Southern limit, and with a line just completed, Chicago marked the Western limit of Long Lines service. Today the entire United States and Canada are covered, and within the past few weeks an island in the Atlantic Ocean has been placed in telephonic communication with an island in the Pacific Ocean, using land lines, wireless and submarine cables.

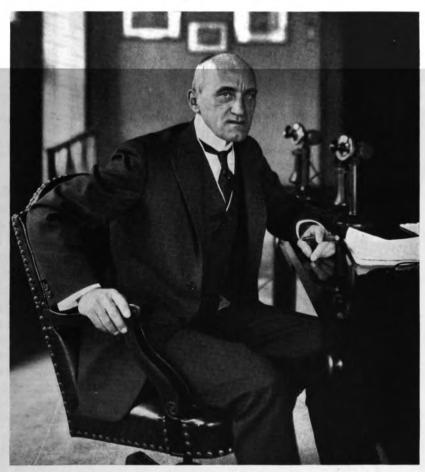
*** * ***

In all of this progress and development the Long Lines Department has a right to feel proud of its part. As we have met and overcome the problems of the past, so we face with confidence the problems of the future, feeling sure that the Department will adequately play its part in the great work of the Bell System.

In the course of the years marking this development we have seen the Department grow from a mere handful of people to an organization of thousands and complete departments for each function; from a few offices in a limited section of the country to the present development where even the shores of the Atlantic and Pacific do not limit its activities.

Who dares prophesy the limits of the future?

Proud as we are of our part in the development and growth of the Bell System, proud of its technical and mechanical achievements, we are even prouder of being able to hold and increase that personal relation and common feeling between all members of the Long Lines Department.



Mr. Stevenson at his big work table faces Long Lines' camera man

It is that "team work" of which Mr. Thayer speaks which has been such a factor in our success. Of this reputation and its continuance we are rightly proud and jealous. I am satisfied that we can and intend to make the title, "Member of Long Lines Department," a guarantee and adequate credential not only in the

Bell System, but in any community. And with Long Lines we find a new means of expression, for interchange of news, of recording our ideas and wishes, the activities of the Association and departments, the individual efforts, the work of the other Associated Companies and the Bell System as a whole.

E hope you will take the trouble to tell us what you think of Long Lines' first issue. Naturally, it is far from perfect. Maybe you will see faults or good points that escape us. If you'll write us, perhaps we shall see some "Brickbats and Bouquets" in print.—Editor.

"HOWDY, HAVANA"

The Story of the Cuban Cable in a Few Words and a Flock of Pictures.

With Portraits of the Roll Call Men, Havana to Catalina,
in the Order in Which They Answered

To All On Duty at the Cuba-Catalina Demonstration:

E never had a finer roll call, nor more perfect discipline. Officers of the Navy and of the General Staff of the Army who were present spoke in high praise of the discipline and ability displayed by all of the men who answered the roll call. But these officials could hardly appreciate that we had so many other men on duty who could be brought into immediate action had any accident occurred which would require a change of plans and the instant substitution of new circuits and a different procedure.

It would require volumes to describe fully the magnitude, complexity and perfection of the arrangements which were made by Mr. Stevenson and the officials of the Associated Companies to provide against a breakdown. Fortunately, it did not become necessary to put into effect any of these alternative plans. Both Mr. Stevenson and myself want the men to know that their work is appreciated and that everybody in the Bell System, from Mr. Thayer down, is proud of them.

JOHN J. CARTY, Vice-President



HAVANA

THIBAUT



AYO WEST PALM BEACH



JACKSONVILLE



DOWLING



COWAN

feature of the ceremonies in Washington, marking the opening of the Key West-Havana telephone cable, was the roll call, made by Colonel J. J. Carty, of Bell representatives stationed at intervals of 250 miles along the line from Havana northward and across the continent to San Francisco, thence down the coast and out to the wireless station

THE most dramatic

at Santa Catalina Island, in the Pacific Ocean.

President Harding, speaking from the Pan-American Union Building, in Washington, D. C., formally opened the cable on April 11th. The story of this ceremony and the description of the cables themselves have been so well handled in a number of publications that Long Lines is content to record the event largely in pictures.

The problem of telephone communication with Cuba involved the manufacturing and laying of cables under about 115 miles of sea. In some stretches the



RICHMON



LEONARD



CAMPBELL PHILADELPHIA



PHELAN NEW YORK CITY



ROWE



PITTSBURGH



LYNDE BEAVER DAM

water is over a mile deep; its average depth is about 3,000 feet. Telephone cables had never before been laid over such a distance in water of such a depth.

After extensive development, research and hard work, the experts of the Bell System solved the intricate problems encountered and three separate cables are now working between Key West and Havana.

There is just one copper conductor in each of the three cables. One telephone conversation and several Morse messages may pass over each cable at the same timė.

Except at the terminating points, Key West and Havana, the cables are laid several miles apart in order to insure the greatest protection against accident.

The total weight of the cables is approximately 3,500,000 pounds; that of the copper in them, 400,000 pounds. The pressure at the points of greatest depth is estimated at approximately one ton to the square inch.

Even with the specially developed type of cable employed, the telephone energy received at the terminating end is less than one per cent of that delivered to

the cable at the sending end. By means of amplifying apparatus installed at the terminals, however, the energies of the telephone waves are increased about seventy-five times and satisfactory commercial service can thus be given.

The telephone amplifiers with the terminal telegraph apparatus and the devices for per-· mitting the telephone and telegraph to operate simultaneously,

all differ radically from past practice and have required exhaustive development

The weight of the cables and the depth of the water in which they were laid made it necessary to use a large ship for the major part of the operations. At times the cable ship carried suspended in the water more LONG BEACH, CALIF. than a mile of cable. The laying of the cables, the installation of associated equipment and the necessary tests required several months.

When the formal opening took place in Washington, it was pointed out that conversation was being carried on over a line which, at one place in the far West, was a mile above sea level, while at certain points between Key West and Havana it was a mile under water.



CATALINA IS.





LOS ANGRERS



REYNOLDS FRESNO



SAN FRANCISCO



SACRAMENTO



WINNEMUCCA





MILLARD





NORTH PLATTE



On the emergency circuit were (left to right, above): KYSER, CHARLOTTE; CREASEY, KANSAS CITY; SCHUBRING, LYNCHBURG. (Left to right, below): ADAMS, SAN LUIS OBISPO, AND MURRY, ST. LOUIS

DENVER



RAWLINS



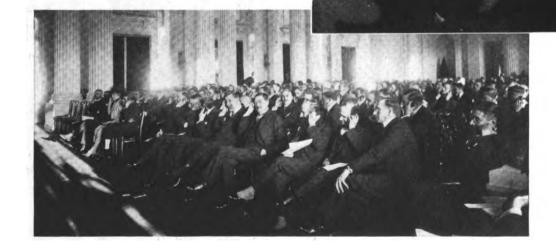
SALT LAKE CITY



President Harding, Colonel Carty, the Cuban minister and prominent officials of the Government speaking from Washington.

At the right—President Menocal talking with President Harding from Havana.

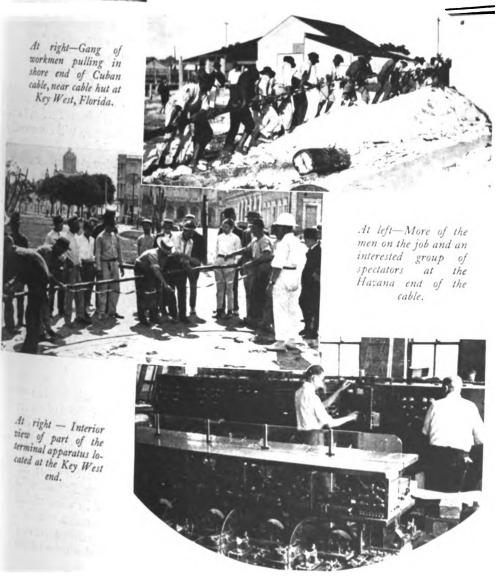
Below—Members of the diplomatic corps and other distinguished Washingtonians, including Mrs. Harding, listening intently at the national capital.



-[6]



At left—Something of the cable ship's size may be gleaned from comparing her with the sail-boat near her stern.



NATIONAL HEADQUARTERS

"195 Broadway," a Structure Devoted to Nation-wide Public Service

VER since we first laid eyes on 195 Broadway, it has been our hope that we might one day write something fittingly describing our impressions of a first visit to that wonderful place. And then along came a friend who said:

"By the way, did you ever read Christopher Morley's description of the Telephone and Telegraph Building's lobby? No? Well, you've missed something. Better look it up."

We went and did just that. Morley, colyumist of the New York *Evening Post*, has done well by his subject. Here's what he said:

"On our way back up Broadway it occurred to us to revisit what we have long considered one of the most impressive temples in our acquaintance, the lobby of the Telephone and Telegraph Building, on Dey Street. Here . . . one stands in a dim golden glow, among great fluted pillars and bowls of softly burning radiance swung (like censers) by long chains. Occasionally there is an airy flutter, a bell clangs, bronze doors slide apart, and an elevator appears, in charge of a chastely uniformed priestess. Lights flash up over this dark little cave which stands invitingly open: UP, they say, LOCAL The doorsill of the cave shines with a row of golden beads (small lights, to guide the foot)—it is irresistible. There is an upward impulse about the whole place: the light blossoms upward from the hanging translucent shells; people step gently in, the doors close,

they are not seen again. It is the temple of the great American religion, Going Up. The shining gold stars in the ceiling draw the eye aloft. The temptation is too great. We step into the little bronze crypt, say "Thirteen" at a venture, and are borne softly and fluently up. Then, of course, we have to come down again, past the wagons of spring onions on Fulton Street, and back to the machine you will eventually buy."

Situated in the down-town section of New York City, our building at 195 Broadway is conspicuous even in a locality where there are more sky-scrapers than anywhere else in the world. There are entrances on Broadway as well as on Dey and Fulton Streets, and when the addition, now in the process of construction, is completed, the building will occupy the whole block on Broadway between Dey and Fulton Streets and cover an area of about 36,000 square feet.

• • •

In its design the building is severely classic; its walls are devoid of ornament, rising in straight lines to the coping, twenty-seven stories (363 feet) above the thoroughfares.

Just across Fulton Street is historic old St. Paul's, where President Washington used to worship when the seat of the Federal Government was in New York, surrounded by the graves of many illustrious dead of the colonial period. This open area makes the site of the



"The Spirit of Electricity," the heroic gilded statue atop the Telephone and Telegraph Building, New York. It has been called the "most inspiring thing of its kind in the metropolis."



A Handful of Interiors at "195"

At the right—Transmission school laboratory for classes of student engineers from Associated Companies.



Above—Part of the staff of A. T. & T. Co. commercial engineers specializing on rate studies and investigations.



Above—A couple of stories underground, the boiler room.

Above—One of the lunch rooms for female employees, eleventh floor. Right—One of the huge rooms devoted exclusively to the use of stenographers.



Telephone and Telegraph Building one of the most conspicuous in the city, for from Broadway, Park Row and City Hall Park one gets an unobstructed view of the structure with its tower crowned by the golden figure of the "Spirit of Electricity," 449 feet above the street level.

On entering the foyer, the visitor is impressed with the majestic proportions and simplicity of style. With its double row of huge Doric columns, rising from the tesselated floor and supporting the paneled ceiling, it might be austere and forbidding were it not for the indirect lighting system, which brings out the delicate gold tracery of the ceiling and softly illuminates the whole interior.

*** * ***

Its classic style and noble proportions are appropriate to an edifice which is the headquarters of a nation-wide public utility, serving intimately more than a hundred million people and uniting the nation into closer unity. Every day it echoes with the footsteps of thousands of telephone folks as they hurry to and from subway and elevated.

On the north side of the lobby are the elevators, without which the modern sky-scraper would be of little use. There are twenty-one of them and above each of their green bronze, grilled doors, flash the "Up" and "Down" signals, for not only are there twenty-six stories above, peopled daily by busy workers, but five basements and sub-basements below, where is located the "deus ex machine" that runs the housekeeping of the establishment. Down there are the big plants that furnish power, light and heat for the building; storerooms for the different departments, and locker rooms and quarters for the forces of men and women who keep the offices in order. Altogether, one hundred and twentyfour are thus employed, plus a hundred cleaning women.

On the corner of Broadway and Fulton Street, workmen are laying the foundations for the new section of the building that is to care for the growing head-quarters force. Down one hundred and fifty feet below the street level the concrete piers rest upon the solid ledge which forms the backbone of Manhattan. Soon the steel superstructure will rise and, in due course of time, the new structure will be ready to house the telephone family which has so overgrown its present quarters that some departments have been provided with temporary quarters in other buildings.

Now let us go up twenty-seven stories to the roof of the structure, there to gaze upon a panorama unsurpassed even by the outlook from the tower of the famous Woolworth Building, which raises its majestic height only a few hundred feet away.

• •

Looking north to the limit of vision, the great cliffs known as the Palisades stand out as the western guardians where the silver thread of the Hudson loses itself behind them. Farther east, the low-lying hills of Long Island are visible in the extreme distance. To the west, and closer, the Palisades resolve themselves into rugged cliffs topped by green foliage, through which, here and there, white buildings are seen; and as the eye travels toward the south, a wonderful panorama unfolds—Hoboken, with its great piers; Jersey City, shrouded in the smoke of many industries, through which, at intervals, low, wooded hills may be seen in the distance.

The river, known at this point as the North River, broadens into an estuary, and is dotted with tugs, canal boats, ferries and ocean liners, inward and outward bound. Farther south, the great

(Continued on page 19)



Margaret Mary Writes to Jane

One of Our Philadelphia Girls Gossips Entertainingly on the Subject of Vacations

EAR JANE: It pleased me to receive your interesting letter and to learn that you are desirous of seeing this part of the country. My, how enthused I became when I discovered that a perfectly good friend of mine had saved—how much?—for the annual event of the average girl's life, vacation.

If I were in your place, I would certainly try to get out and climb the mountains and get their good tidings. Nature's peace will flow into you as sunshine flows into the trees.

How about a trip to the Delaware Water Gap and the Pocono Mountains? The Water Gap is one of the scenic marvels of the country, where the Delaware River forces its way through the Kittanning Mountains, forming a gorge over two miles long. The rocky sides tower over 1,400 feet. There

are wonderful bathing beaches, splendid places for canoeing, boating of all kinds, walks that are beautiful beyond description and, oh, yes, plenty of *men*, but remember the old saying, Jane, "the cock of the walk is generally a goose." So watch your step.

There are also wonderful trips from the Gap by trolley, and splendid roads for automobiling. If you are fortunate enough to meet someone who has a machine, so much the better. If not, a car may be secured and beautiful trips taken through the Poconos. Really, Jane, a party of five may secure a car by the hour, "dutch it," and have a bully time. You can take a trip to Bushkill, stopping to see the famous picturesque falls and then on to Mount Pocono, where the Gap can best be seen in all its glories from the Pocono Knob.

The whole region is, full of interest

and beauty. The trips to Red Rock Glen, Paradise Falls, Echo Lake and Sullivan Spring are all as interesting as their names imply, but I just love to think of the little town of Swiftwater, a place which often figures in both song and story. It recalls the fairies to me.

But, Jane, if the mountains would not bring joy to your heart, take a

water trip, say to Maine or St. John, New Brunswick; and if the pocketbook permits, go to Nova Scotia and see the land made famous by "Evangeline." I wish I knew if you were a good sailor. The water is very restful. Formality is dispensed with. You become acquainted quickly while on board ship. It seems like a big family party, somewhat like this telephone company of ours. We are all a part of it now and we seem to closer to each other and to the "daddy" our company every day. (By the way, did you read

his article in the June issue of *The American Magazine*? Take a look at that kindly face and then read what he thinks of one trying to be something he ain't.

How hard it is to keep the wires from getting crossed, but back to the ocean trip. I took this one I am suggesting to you with about seventy-five dollars and a small case containing absolute necessities only.

We went to Boston first. We left on

the evening boat, arriving on the second day. The trip was delightful, the water blue and ripply, the moon shining brightly. The stars blinked and twinkled at us, seeming to say: "Stay outside; if you don't you'll miss something." But the Sandman comes, and you and your pal (Mary is going with you, isn't she?) can have a little state-

room together—with a perfectly good bolt on the door.

Reaching Boston, we sought a hotel and looked up the routes covered by "rubberneck," a much-laughed-at but much-used method of seeing points of interest. We toured about the beautiful suburbs of Boston and stopped long enough at Harvard to give all a chance to peep at some of the wonders contained in grand old University Museum. Go take a look; you will be well repaid.

We drove past Wellesley. It is a beautiful spot. The

campus and the lake are so attractive that I'm sure the feeling will come over you too, Jane—"Oh, for a chance to be a fair co-ed"—but the closest we telephone girls come to this is "Co," and perhaps we may also get an "Ed" some day.

If the famous Boston baked beans and brown bread get tiresome, take a trip to Nantasket Beach and partake of one of the famous sea-food dinners. When we were there they served dinner



Sailing in the sun's path on Casco Bay, Maine.

on the porch, overlooking the ocean. We left Boston on the day boat for Portland and having one full day's sail we procured steamer chairs in advance. That evening we reached Portland much refreshed by our sail and decided to register at a hotel on the European plan, in order to take advantage of the wonderful side trips Maine is noted for. There are many delightful, inexpensive trolley rides through the country, pine groves on one side of the car and ocean on the other, a rare sight for one brought up in the city, as we have been. Beautiful Casco Bay, with all its little islands, gorgeous rock formations and beautiful surf, is well worth seeing.

I wonder if you are as fond of lobster as you were a year ago. I can tell you there is one place in my life where I really got too much lobster. In fact, I regret ever since that I did not slow up on the lobster soup which they served at the famous New Meadows Inn, a short trolley ride from Portland. We dined there one evening and to my surprise a little "bay" just full of lobsters was right outside of the back porch of the hotel. I have never before nor since seen so many lobsters.

We had only a limited time and wanted to cover a considerable number of places in two weeks. So we decided to leave Portland one evening about six o'clock on the boat for St. John, New Brunswick; and then the real sport began. The ocean was rough and the sailing was a sure test of one's fitness and endurance. Going around the Capes is most thrilling. The fogs are dense

and the horns make such a weird sound.

That night there was a crash, a terrific grinding and crunching sound, and with no further thought I was right out of my berth, but no more quickly than my cousin, with whom I was



Surf on Casco Bay.

making the trip. We rushed to the door without thought of clothes, pushed it back and stumbled into the arms of a man, who at least had the presence of mind to wear his raincoat. To this day I recall his assuring manner and his determination that we should remain in our stateroom. I never can understand why we did not go out; perhaps it was because of the strong arm which guarded the door.

The Captain in the meantime came along and assured everyone that there

was no danger, so after a while we retired, keeping one eye on the porthole until morning. I tell you there were some funny sights. You should have seen some of the men. I have always heard of their calmness, presence of mind, lack of curiosity. That is all bosh! They are just like the rest of us when they are off guard.

The next morning, those of us who were able to stand without assistance were on

(Continued on page 40)



A turn in the Delaware Water Gap, showing the Jersey and Pennsylvania sides.

NAMES GALORE

And Anybody Thinking of Starting Another Magazine will Find a Raft of Good Monickers in Long Lines' Files

LSEWHERE in this issue something is said about the interest and energy displayed by our people throughout the country in getting this magazine started. If you could take a peep at the bale of suggestions received for the naming of the magazine, you would scarcely need further verification of that statement.

Almost a thousand names were sent in. They came from every part of the field; in fact, if any town in which we have representatives failed to forward at least one suggestion, we haven't as

yet been able to locate that

particular village.

To list all of those who complied with our request would be much like making a roll call of the entire territory. To enumerate all the names proposed would be even worse, for a number of good friends went so far as to send not one, but ten, fifteen or even twenty.

Every piece of telephone apparatus of which we ever heard was mentioned; and some, for all we know, that may be parts of Singer sewing machines. Starting with the Mouthpiece, making the next jump to the Transmitter and running thence through the whole gamut to the Bus Bar, and so on down to the humble Plug, they were all there.

A number of people, too ambitious to simply suggest a few names, wrote in something like

the following: "I am forwarding herewith lists of titles, together with sketchings which have been submitted by various employees." The sketches referred to were drawings designed to show how this, that, or the other name would look in type. Some of them were very cleverly done.

A few folks evinced their belief in brevity, as for example, The Grid. But others, notably several of our leading lights in the engineering field, cared not a fig for brevity and indulged themselves in an amazing array of poly-



We just want to say we hope to see more illustrative work from M. F. Collins, Philadelphia test room, who sent in this suggestion for a name and cover design.

syllabic words and phrases. For instance: Intercontinental Communication, The American Telephone and Telegraph Reporter, American Telephone and Telegraph, Long Lines Department Disseminator.

Weavers, Carriers, Amplifiers, Loud Speakers, Recorders, Messengers and Observers were received by the dozen. So were the good old reliables like News, Call, Review, Journal, Topics and

Ledger.

There were plenty of the cryptic variety also; names having the virtue of being different, but with the disadvantage of meaning practically nothing—or anything—to the uninitiated. As examples: Chatter, Foresee, Meteor, Echo, Signal and Pep.

Other oddities, not necessarily in the cryptic class, were AT-lan-Tic, Tell and Tell, Qualis non Quantis, Half and Half—sounding like a relic of pre-Volstead days—Lingo, Atelco, Hello, Tele-

phonique, Belfry, Number, Please; Quips, Chimes, Phoney and Always At It.

With all of this originality we feel sure that there will be many to say: "Well, why in the world was Long Lines chosen when you had such a variety to pick from?" The answer being, of course, that Long Lines was suggested by many, many people; that it was not open to the objections made against most of the others and that it was safe, sane, brief and characteristic.

Incidentally, this brief story is written in no spirit of levity, even though we did find much to brighten our days in the names received. It is written, rather, in the spirit of appreciation. For, as we have said in our editorial statement, if the members of the family continue to show anything like this measure of interest and energy, we are going to have a steady stream of good contributions.

Long Lines on its way

THE magazine will aim first of all to be readable. It will be human. It will try to make clear the Company's ideals and policies. It will aim to develop still further an attitude of loyalty and enthusiasm. We trust it will be sufficiently personal and informal to maintain your interest, but sufficiently dignified to hold the respect of its every reader.

It will seek to make its editorials a force for good—without preaching. It will keep up with the times. It will treat events in a twentieth century way. It will show it is alive to talent in the ranks. It will endeavor to make friends with its readers and to make each reader a friend of all the others.

We hope it will never forget how to smile.

In brief, Long Lines aims to be a helpful, human medium of expression, through which all the members of our family and their neighbors may come to know and like their co-workers better and be inspired and instructed to finer work in the service of the public.

Considering the range of its field and the talent of its potential contributors, Long Lines views the future with confidence. If the widely scattered members of the family continue to show anything like the interest and energy they have displayed in making the magazine a reality, both the quality and quantity of our contributions will be beyond question.

The President Telephones

It looks as though cross-continent telephoning were becoming a habit of the President's. Not long after the opening of the Havana cable, Mr. Harding again called over A. T. & T. Co. lines, this time to Anaheim, California, where he opened the first annual California Orange Show with a message of congratulation and encouragement. After greeting the exposition officials, the President talked briefly with his sister, Mrs. E. E. Remsberg, whose home is in Santa Ana, California. His procedure is consistent with "more business in government."



Barge loaded with shore end of cable towed into position near Havana cable hut. Morro Castle in background.

MORE PICTURES—CUBAN CABLE CONSTRUCTION WORK

National Headquarters

(Continued from page 12)

industrial section of New Jersey spreads out—Perth Amboy, with belching smoke, and Black Tom, where the explosion occurred in 1916.

Two objects of interest that attract the eye at this point are the Statue of Liberty on Bedloe's Island, and Ellis Island with its imposing group of immigration buildings.

• • •

Looking south from the easterly corner of the building, the observer has an unobstructed view down the narrow canyon of lower Broadway to the historic Bowling Green, and sees the gray granite facade of the Custom House. He gets a glimpse of Battery Park where, in Colonial days, the early American patriots set up the Liberty Pole, the object of many attacks by the British soldiers from the nearby fort. Beyond, he spies the ship channel, dotted with many tramp steamers lying at anchor. Farther away, the picturesque wooded hills of Staten Island rise toward the Narrows, where, hidden from sight, is New York's most powerful inner line of defense, Fort Wadsworth. On a specially clear day, hazy and blue in the distance, may be seen the heights on Sandy Hook, where are located the city's outer defenses.

On the stretch of Broadway which provides the observer with this wonderful vista, are located some of New York's greatest commercial buildings: the Singer Building, the Equitable Building, the City Investing Building, the Adams Express Building, the most recent addition to the down-town sky-scrapers, the Cunard Building, and many others. Here too, facing Wall Street, but out of sight from the Telephone and Telegraph Building, is historic Trinity and its graveyard with illustrious dead.

The northern prospect is dominated by two remarkable buildings; on the west the lofty Woolworth Building, and across City Hall Park the Municipal Building, another model of symmetry. In and adjacent to the park, a group of public buildings form Manhattan's only civic center—the old City Hall, built in 1803; the County Court House, monument to the malodorous regime of "Boss" Tweed; the Probate Court Building, the Hall of Records, and the old Post Office. Looking down Park Row one sees the Brooklyn Bridge Terminal of the Brooklyn Rapid Transit Company and the Terminal of the Second and Third Avenue elevated. Looking east, we see three great majestic arches spanning the East River and dwarfing everything in their vicinity by their immense proportions. They are the old Brooklyn Bridge, the Manhattan Bridge and the Williamsburg Bridge, each a triumph of engineering, linking the island of Manhattan to the great city of Brooklyn.

• • •

Looking north again, to the left of the Woolworth Building and in the middle distance, stands a building, perhaps the most conspicuous of all, because it towers far above all other buildings in its vicinity. It is the telephone building known as the Walker-Lispenard Building, where is located the largest long distance central office in the Bell System.

Farther north is seen the graceful tower of the Metropolitan Building, modelled after the Campanile; and still farther, the Times Building, at Broadway and 42nd Street.

On a clear day an unobstructed view may be obtained for twenty miles around, over the great city with its myriad buildings blended into a wonderful mosaic of pastel shades—a sight too impressive to be forgotten and one which can be duplicated nowhere on earth.



Front row—left to right. Helen Megirr, Mamie M. Anderson, Clara A. Wink, Nellie V. Murphy, Beulah Allen, Marian Hood, Elsa Kertscher, Jessie M. Barnes, Ethel M. Roden, Gladys H. Powers.

Second row—I. E. Lattimer, Adele B. Meusburger, Golda B. Warren, Marie Morsches, Constance Allison, Anna M. Walsh, Ellen Harrington, Lorraine E. Morris, Mrs. Anna Doepke, Emma Holtensworth, Margaret Patterson, J. A. Rose.

The General Assembly of the Long Lines Employees' Association, composed of Plant and Traffic delegates from all divisions and the general offices, recently held its annual meeting at New York.

As this was the second time this body had convened since formation of the Association, considerable work was devoted to perfecting the functioning of the body and the Association as a whole, based on the experiences of the past year. Important steps were taken toward minimizing the amount of time consumed in consideration of matters

Second Gene

Long Lines Emplo





Third row-C. C. Littlefield, R. L. Keith, S. P. White, Ruby G. Hodges, J. H. Weaver, Florence M. Downs, J. M. Connell, Clara B. Robertson, R. H. Thurston, Thelma Cline, E. T. Bryant, E. J. Padmore.

Rear row-J. B. Drake, W. J. Woods, A. G. Henning, S. V. Adkins, J. H. Dimick, H. L. Baker, C. F. Fisher, H. E. Booth, W. E. Bybee, H. E. Schreiber, W. E. Barber, H. C. Kadlec, L. P. Van Houten.

oyees' Association

eral Assembly brought into the Assembly by having the purely departmental matters disposed of by boards representing those departments.

After preparing and presenting the cases which were referred through the Executive Committee to the Director, an editing committee was appointed to prepare a report on the status of all cases, to be printed and distributed to all members of the Association. This report contains much information in a concise form which will be of use to all members in keeping in touch with the highest body.

Association Festivities

Buffalo Branches Hold Joint Party

Buffalo Traffic Branch No. 117 and Plant Branch No 16 recently held a joint party. The program consisted of songs, violin solos, stunts, and a Scottish dance rendered by two of the talented young Traffic girls. Among the stunts most worthy of mention was the Traffic girls' celebrated Kitchen Band, consisting of eight members, each uniformed in a large apron, with kitchen utensils dangling about her. Selections of jazz were rendered by the band on kazoos.

A grand march formed in the ball-room and was led by the Kitchen Band through the various departments. On the return to the ball-room a dainty lunch was served, after which the hall was cleared and the young folks, and some of the Plant men who are not so young, one, two and three-stepped and toddled until taps were sounded at midnight.

Syracuse Branch Entertains Buffalo

An evening of entertainment was given by Syracuse Branch No. 24, Association of Employees, in honor of the Buffalo delegates to the meetings of District Board 13 and 16, on the occasion of the meetings a short time ago.

At 6 p. m. the long table was set in the men's rest room and everyone was on the job. Was the dinner good? "Ask Dad, he knows." After the dinner our guests, Misses Thompson, Then, Mauer and Schnider, and Messrs. Ingraham, Boltwood, Shir-Cliff, Drake, and Ford, of Buffalo, and Babcock, from Avon, made a tour of inspection through the test and power rooms. In the meantime the rest room was being cleared for the evening's entertainment.

A long blast from the whistle of Diamond Jack (with a high silk hat and linen duster, a long black cigar and a nose of the kind that reminds you) called all back again. When they were comfortably seated he introduced the Onondaga Valley "Sympathy" Orchestra, led by Prof. Hamblin, which played a fox trot to open the program. A skit, "When We Skip School," with little Mary Mix-Up and Sister Sue (Kelly and Webster) followed, and this in turn gave way to a candy auction, conducted by Diamond Jack.

Eight celebrated jazz babies, Mr. and Mrs. Hezekiah Perkins (Bennett and McAuliff); Ebenezer Strongarm of Cobleskill Center, and Miss Priscilla Jenkins, one of our Onondaga Valley Indian maidens (Williams and Salmonsen); Greenbum and Sister (Griesmyer and Hopkins); and Jazz and Jazzerine (Stafford and Barnes), concluded the programe of entertainment and the rest of the evening was devoted to dancing.

Announcement

Signal Post No. 343, of the American Legion, which already has in its membership many of the ex-service telegraph and telephone personnel, including several of the female telephone operators who served overseas, is desirous of getting in contact with other telephone employees who are eligible to membership in the Legion, and the post hereby extends a cordial invitation to them to join this post.

Those interested are requested to communicate with H. A. Howson, Secretary, Signal Post No. 343, American Legion, No. 100 E. 34th St., New York.

Questionnaire for Telephone Engineers

Submitted in Accordance with the Edisonian Trend of Fashion

1. Why is a telephone?

2. What uncivilized race grows the most telephones?

3. Do they thrive (the telephones) in warm climates, and what warm climates are they best suited for?

4. Is a diaphragm any relation to a

diagram? Why?

5. How many rings in a bell?

6. Who discovered operators?

7. After whom were telephone booths named? Was he related to Scripps-Booth?

8. Now long is (a) a line, (b) a

conversation.

Note. This question shall in no way be construed to cast any reflection upon the character of How Long, the laundry man.

9. Where do we get most of our telephone numbers?

10. Who discovered numbers?

11. Who was Electricity?

12. When did he die?

13. What happened to the agent who tried to sell telephone service to the manager of a deaf and dumb institute?

14. What morgued id they take him to?

15. Name the man, woman or child who said: "The Voice with the Smile Wins." What does it win?

16. How many rounds did coin box?

17. Decline the principal parts of operator. What is the third person plural?

18. What part of an engine is a telephone engineer?

19. What is it used for and, if so,

prove it.

20. Was the telephone bell named after Alexander Graham Bell, or visa versa?

21. Why are lunch counters frequently near telephone booths?

22. When the sweet voice says: "Line is busy," what is the line doin'?

23. What is most essential to an engineer and how long does it take him to earn that much?

How We're Coming On

CONTRIBUTIONS have been coming in splendidly. So much good material has been received that some of it has had to be omitted from our first issue. But there are other issues coming, and it's a mighty healthy condition to have a surplus to work on. Everything worthy of publication will appear in print at the earliest possible moment.

There is one kind of article of which we could use a few more—personal experience or human interest stories of 1,000 to 1,500 words in length having something to do with your work, your recreation hobby, or your vacation.

They should, of course, be illustrated either by photographs or sketches.

And please let us repeat several suggestions. If you're writing up events, do it—and send your items in—at once, while they are fresh. Typewrite your contributions if it can possibly be done. Keep them brief (one generous contributor sent us six typewritten pages about an evening entertainment). Put a smile into them whenever you can. Don't think they must read like "litrachoor;" it's much more desirable that they sound like breezy, informal letters to a friend. Above all things, send the pictures.

GETTING STARTED

Cross-Section of a Young Feller's Feelings on Moving to New York

Funny town. Subway trains all start wrong direction, but wind up right place.

Landed here early rainy morning. Been raining for week. Sun came out and company announced increased rates local service same afternoon. Good thing I came.



Went to big lunch. Afraid might have to make speech. O. K. No speeches. Everybody busy swapping recipes. Man on left told how to get nitre boiled off; man on right whispered best way to make sure cider's frozen hard enough. Fine crowd.

Made thirty or forty local calls so far. Not a wrong number. Half a dozen L. D. calls. Got 'em all; average about five minutes. Too blamed good. Wonder if cartoonists might be wrong. Must investigate.

Lots of eating places. Three different kinds poison daily. Wish somebody would start nice quiet lunch wagon corner Broadway and Dey.

Nice girl in own office. Handed in verse for magazine today. Something like: "Dog sat on burning deck, eating peanuts by peck. Hot dog." Clever.

Wonder how wife and youngster are. Better start house-hunting soon. No special hurry. Lots of houses advertised. Next week.



Funny about little girls around offices. Must be thousands, mostly about ten years. Boys scarce. Must prefer girls. Probably think catch 'em young, treat 'em nice, maybe they'll stay long enough to learn get around building before marrying.

Called up 17 houses advertised, all bargains. Got real estate broker every time. All said: "Sorry; house just sold. Have two or three others not much higher." Suspect real estaters spoofing.



Wish people wouldn't all crowd streets same time. Something wrong; maybe no traffic regulations. Will step in doorway and let crowd go by after this.

Real estate men born liars. Look insulted when fellow says, "Anything to rent?" Bored when fellow says: "How much cash to buy this darned coop?" Answer always same—"All you can scrape together." Through with real estaters.

New Jersey people say: "Don't live on Long Island." Long Island people say: "Don't consider Jersey." Both say: "You can't afford Westchester County." Wish I had brought tent.

Up on 26th floor five-thirty this afternoon. Waited long time for elevator. Nothing doing. E.K.H. came out and said: "Come on down other end, young fellow. Those cars stop running five-thirty. Want to stand there



all night?" Nice to have man like H. around.

Putting up addition to 195 Broadway. Right outside office window. Very interesting. Steam derricks down below, riveters and things up here. Birds that run riveters don't care much for writers. Every time man opens mouth to dictate—blicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicketyblicket



Found stenog. who can almost spell. Hooray!

Wish I could remember who said just as cheap living here as home. Ought to write him letter. Only cheap things noticed so far, rain and bad air.

Letter from wife and boy. Says don't spend so many evenings at telephone club and get busy finding roof for over heads. Good idea. Both well. Probably having fine time while I work.

Through with househunting. Wrote wife come on and try herself. Woman's place to find home anyway.

P.B.X. operator did queer thing today. Asked whether she should call back when man's line was busy. Told her yes; and she did. What's getting into New York girls?



Wife arrived today. Won't go home till find house, she says. Good idea. Wish her luck.

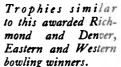
Worst has happened. Wife found house. In town I combed with fine-tooth comb. Can't understand. Must be real estate barons' fault.

Wife and I not speaking. Simply offered congratulations on way she followed up my tip on house. Strange.

SPORTS

Bowling Season Ends

Trophy awarded Omaha winners of doubles in National Telegraph Bowling Tournament.





EEK by week, all through the winter months, sixteen cities participated in a five-man bowling tournament, each hoping that it might finish first in either of the two leagues. Not until the last ball had been rolled in the Division No. 1 league was the winner decided. The Richmond team rolled phenomenally and came out on top, leaving Buffalo in the position of "also ran." Richmond rolled a total of 53,849 pins in 62 games, maintaining a per cent of .794 by winning 50 games. Harris, of Altoona, deserves honorable mention, having averaged 186 for the 63 games.

In the Western league, comprising Divisions 3, 4 and 5, the Denver team had less competition, but were not permitted to take it easy at any time of the game. Their team gave 49,496 pins the Kayo in 63 games, with a percentage of .745 by winning 47 games.

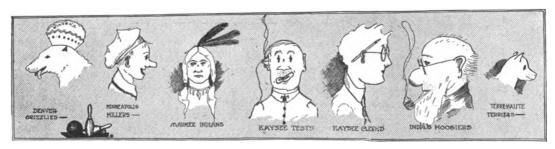
The Company generously provided loving cup trophies for these events. The photograph accompanying this

article will stimulate interest in next year's tournament, it is hoped.

In each league a bowling ball prize was provided by the contestants for the high total made in the last thirty-three games. Patmon, of Richmond, and Major, of Denver, captured these prizes. Patmon rolled 6,200 pins, or an average of 188, while Major flopped 6,106 pins, averaging 185.

Immediately following the completion of this tournament came the big event of the year, the National Telegraph Bowling tournament. Thirty cities met the same evening on their respective home alleys and were in touch with the whole situation at all times by telegraph. Frame by frame the scores were flashed on each of the four wires controlled by Buffalo, the home of this year's Bowling Committee. From all reports many spectators witnessed and enjoyed this novel affair. Buffalo won the five-man event with a total of 2,663 for three games.

The honors in the doubles go to the Omaha team, who upset 1,177 pins in



Insignia suggested for the teams in the Western Division Bowling League

Below—Individual bowling prize winners, Philadelphia: Coleman, Mount and Marshall.



Left—A. T. & T. Co. basketball team, New York; Hanners, Parker, Bussereau, Carney, Schinkel, O'Sullivan and Smyth.





Right—Championship 5-man
bowling team, A. T.

T. Co., Philadelphia; back row:
Holstrom, Miller,
Hoffman, Stohner,
Lawrence, Hacker,
Begley. Front row:
McKay, Marshall,
Wardand.



Above — Buffalo team, winners of National Telegraph bowling tournament, ending late this spring: Flynn, Higgins, Pryor, Dirnmyer and Collins.

the three games. We all agree that is some score. More power to Omaha. Their trophy is also shown. This beautiful cup, donated by the Company, is worthy of our best efforts in next year's tournament.

Higgins, of Cleveland, came out victorious in the singles. He rolled 196, 209 and 201, or a total of 606, averaging 202. The bowling ball prize for this event was given by the Company, and

Mr. Higgins assured the Committee that everyone will have to go some to beat him next year.

Last, but not least, comes the winner of all events. Major, of Denver, captured the bowling ball prize with a total of 1,882 for nine games, or an average of 209.

The Bowling Committee appointed by the General Assembly, Association of Employees, feels that the interest shown this year in the winter weekly tournament warrants a duplication next year. The Committee will be glad to hear from any teams that may be interested in an affair of this kind. Mail addressed to Room 800, Telephone Building, Buffalo, N. Y., will reach us.

The Bell Telephone Company of Pennsylvania Bowling League, in which the A. T. & T. Co. at Philadelphia had one five-man team entered, closed their season with the Long Lines Department team winning the championship. A beautiful silver trophy was presented to the victorious team by J. C. Lynch, Vice-President of the Bell Company of Pennsylvania, at a banquet held in the Lorraine Hotel, at which all the members of the eight teams with their admirers attended. Mr. Lynch and P. C. Staples, Vice-Presidents, and F. I. Daly, Assistant Secretary and Assistant Treasurer of the Bell Company, handed out heaps of encomiums for the masterful way in which the A. T. & T. team cleaned up the league in both halves of the season.

Accounting "A" Wins Pin Tourney

The A. T. & T. Co. employees, New York City, have completed an interdepartmental bowling tournament, composed of three-man teams and rolled during lunch hours on the Park Row Alleys, in which the Accounting "A" Team took first prize with 1,000 per cent as its final standing. H. A. Smith was high individual scorer.

A better understanding and co-operation have resulted from bowling and similar sports in which employees of various departments meet outside of business hours, and it is the intention, as far as possible, to foster the spirit of friendly rivalry displayed during the winter months throughout the department offices. A brief duck pin tournament has been started between the same departments to establish high gun men in that branch of sport.

New York Basketball Team Makes Good Showing

During the past basketball season the A. T. & T. Co., New York, team made a very good showing, coming out tie for second place in the Telephone Society tournament with an average of 778. In the play-off for second place they played in hard luck, losing Galbraith in the first game and both Parker and Galbraith in the second. They lost each of these games, the first by a score of 22 to 21, and the second by a score of 24 to 22.

The line-up is as follows:

Parker, Long Lines engineers, R. F.; Galbraith, division plant, L. F.; Hanners, Long Lines engineers, C.; Carney (Captain), Long Lines engineers, R. G.; Bussereau, Long Lines engineers, L. G.; O'Sullivan, general plant, substitute F.; Smyth, general plant, substitute C.; Schinkel, general plant, substitute G.

Next year the A. T. & T. Co. team promises to bring home the pennant, and it is hoped we can strengthen the team by the addition of some of the stars from the general departments.

Baseball League

The baseball season in District 21 opened Saturday, May 7th, with the A. T. & T. team playing the "Equipment." Our boys won by a score of 11 to 7. Gillis had thirteen strike-outs. W. C. Lee knocked out a home run.

The league is composed of the following teams located in and adjacent to Philadelphia:

A. T. & T. Co., all employees; "Equipment," Bell Co., equipment

plant; "Construction," Bell Co., outside plant; "Motor Vehicles," Bell Co., all motor department; "Engineering," Bell Co., engineering department; "General Offices," Bell Co., general office employees; "Chester," Bell Co., all employees in City of Chester; "Norristown," Bell Co., all employees in City of Norristown; "Camden," Bell Co., all employees in City of Camden; Western Electric Co., all employees.

An eighteen-week schedule has been arranged whereby each team represented in the league will oppose all other teams twice during the season. Games will be played on Saturday afternoons only.

Following is the line-up of the A. T. & T. team:

R. Lee, 2B; Whalen, 3B; Ward, 1B; Cahill, SS; G. Koelle, LF; W. S. Marshall, RF; Gonser, CF; W. Lee, C; Gillis and Spratt, P; Campbell and Gibbes, substitutes.

First Month's Play Philadelphia Baseball

The first month's playing of the Long Lines Club, entered in the Telephone Baseball League of Philadelphia, showed that the team needs seasoning badly. It ended the month of May with I win and 3 defeats.

Standing of the clubs as of June 3,

9			
Club	Won	Lost	Pct.
Motor Vehicles	4	0	1000
Engineering	3	I	.750
Western Electric	3	I	.750
Norristown	2	2	.500
Chester	2	2	. 500
Equipment	2	2	.500
General Offices	2	2	.500
A. T. & T. Co	1	3	.250
Construction	I	3	.250
Camden	0	4	.000



A large circle of friends mourn the death of William J. Foster, general cable foreman of Division 1.

Moved to Washington

The office of the District Plant Superintendent, established at Baltimore in 1913, has been moved to Washington, D. C. The new office is located at 817 Fourteenth Street, N. W.

Practically the entire force elected to go over rather than sever their connections with the congenial organization of which E. R. Albrecht is head. The move places district headquarters at the railroad center of the territory covered.

UNLESS we're badly mistaken, you will be interested in a bunch of informal snapshots of Bell System executives to appear next month.

New York Commercial's Outing



About one hundred and fifty Commercial people and members of their families attended this outing at Grasmere, Staten Island.

T was a wonderful June day, just right for a real outing. The department reached Harmony Park, Grasmere, Staten Island, in squads, companies and battalions, led early in the day by an advance guard of bundle boys. The personnel included babes in arms, wives, mothers, husbands, coy maidens, bashful youths and our few remaining bachelors.

The crowd had assembled when Tooters Thurston, Wallum, and Lieske announced the doings as ready to begin. The games were divided into a ladies' and a men's section. For the ladies the first event was a potato race and this "pomme de terre" affair was fully up to standard both as to numbers and



Little Miss Drake proved one of the outing's features.

action. Some girls decided early to sit down and do their knitting and some persisted to the end. It was won by Miss Strangeway amidst thunderous applause.

Other ladies' events included a hotly contested candle race won by Miss Hedenkamp; an egg race won by Miss Vogel with her trusty spoon; a fifty-yard dash, which was a revelation in flat smooth running and high tumbling, won by Miss Patton, and a baseball throwing contest won by Mrs. Humphries.

The men's events included a hundredyard dash in which "Audacious" Cowham, the suburban Rolls-Royce, was victorious; a wheelbarrow race or ground hog stunt, won by the long arms of Tom Brown and the efficient pushing of Eddie McNiff; a three-legged race which the Guiney-Sheldon team hobbled to victory like a pair of water buffalo; a shoe race won by Eddie Ritter in three jumps flat, and a boys' fiftyyard dash won in a smile by our dashing little Mike. A story in itself was the fat man's race in which Mr. Smith floated home a winner; but honorable mention for high speed and graceful effort was awarded Messrs. Fuller and Kaiser, who

ploughed the turf like beautiful dreadnoughts. G. E. Hudson also ran. Handsome and useful prizes were awarded, "and then they took up baseball." In the baseball game the married and the single men played each other to a standstill. The single men, so-called, won 7-2.

Dancing in a good hall with inspiring music was a constant and enjoyable feature of the outing and all took part, the agile and rheumatic alike. Prizes for the lucky number dance were captured by Miss Vogel and Mr. Newman.

The committee of arrangements consisted of Mr. Thurston, Chairman, Misses Vogel, Freeland, and Messrs. Wallum, Lieske, Larkin and Sheldon.

Phoneton and Beaverdam Picnic

The employees of the Beaverdam and Phoneton, Ohio, testrooms and their families have just had an eventful day. A picnic was scheduled near Beaverdam, and the Phoneton bunch was invited to



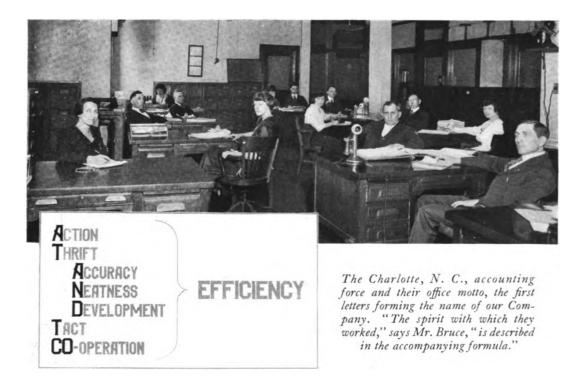
Two Beaverdam operators Miss Chase and Miss Miller



Homer, Dane, and Fred Terrill in the Phoneton-Beaverdam ball game

attend. Not daunted by the seventy-five miles of roadway separating the two offices, seven machines, gayly bedecked with home-made Phoneton pennants in a variety of colors, left Tippecanoe City, the meeting place, and arrived in Beaverdam about eleven a. m. Everyone gave the office a thorough inspection and then journeyed to the picnic grounds, about four miles north of "D" office, where a bountiful dinner was ready for the travellers.

Following the dinner, baseball teams representing the two offices lined up and after nine innings the Beaverdam team was declared the victor. Too much cannot be said for the excellent way things were managed. From the big dinner served when we arrived to the little lunch baskets found in our machines when we started home, everything went perfectly, especially the lemonade, which, we are sorry to say, went too soon. The evening lunch finished and good-byes said to W. E. Cutler, Beaverdam chief testboardman, and his associates, the Phoneton pilgrims again turned their faces southward and arrived home a few hours later.



"A. T. AND T. CO."

For what does it stand?

By Robert Bruce

NE of the war organizations which has stood up practically unchanged to the present day, is the district clerical-accounting force of the Plant Department, at Charlotte, N. C. As will be seen from the accompanying photograph, this force is composed of a large percentage of young ladies, and much credit is due them for the high degree of efficiency attained during the war, and maintained throughout the subsequent period of labor unrest. The "baby" of the force has a service record of nineteen months. The others all boast records of from three to twenty years.

This organization has handled not only the clerical and accounting duties of the American Company's district organization, but has also handled all similar work in connection with the Southern Bell Company's toll organization in the two Carolinas. Effective May 1, this joint arrangement was discontinued, but the creditable way in which the additional load was handled during the war period is ample testimony of the high quality of this group of employees.

The spirit with which they worked is best described in their own words by the following formula:

FORWHATDOES"A.T.ANDT.CO."STAND?

A. All things start with Action, mental or physical. It takes Action to keep things moving. Action leads to Results.

T. Action uncontrolled may be wasteful of time, energy or property. The elimination of waste has been termed Thrift by the Government. The combination of Action and Thrift must control those three qualities so commonly emphasized: Accuracy, Neatness and Development.

a.

Action without reasonable Accuracy is obviously wasteful. Action with excessive Accuracy is also wasteful. Both extremes conflict with Thrift. Т.

n. How often has Action, properly combined with Accuracy and apparently Thrifty, failed to produce results because lacking in Neatness? It may be neatness of person, records or equipment. On the other hand how often has excessive Neatness resulted in waste of time, energy or materials?

d. Similarly with Development. It has been said we never stand still. We move forward or backward. Neat, Accurate, Thrifty Action repeated day after day in the same old way is, in the last analysis, lacking in Thrift. Proper Development tends toward further elimination of waste

through increased knowledge and improved methods or equipment. Excessive Development is not Thrifty, however, for it frequently leads to confusion and premature obsolescence.

The specific purpose of this organization is to give public service. Action and Thrift with all three of the related qualities, Accuracy, Neatness and Development, fail of their purpose unless coupled with the most difficult of all qualities to attain: Tact—Tact in dealing with our fellow employees and with our master, the Public.

Co. Remove one of the links, Accuracy, Neatness and Development, and we destroy Thrift. Remove one of the links, Action, Thrift and Tact, and we fail to attain our object, Public Service. Maintain all of the links intact, but with individual excellence only, and we still fall short of our ultimate object. We must have the Co-operation of all the units to attain our aim, Efficiency in Public Service. The Efficiency of this Organization Depends upon the Co-operation of its Units.

A Philadelphia Product

B. H. Birchall, head of the Philadelphia Transmission Department, was recently the proud recipient of a fifty dollar A. T. & T. Co. check in acknowledgment by the Company for the invention of a Loose Connection Finder, which has been used extensively on Long Lines in clearing out crosstalk conditions all over the country. The Philadelphia District feels justly proud that one of their number has reached the Hall of Fame in the telephone game.

Havana Cable Results

Because telephoning to Cuba has been found to be much more satisfactory and rapid than cabling, New York banks with important issues in that country are now using the New York-Havana cable almost exclusively, according to a report in the New York Times. The statement was made by one banker to the effect that by this means he had completed a deal in ten hours that would otherwise have consumed at least a similar number of days.

Handshakes From Contemporaries

The men responsible for the editorial and publicity work of the Bell System have shown a delightful measure of interest in the coming of Long Lines. In the following paragraphs they send us a welcoming handshake that makes us want to buy the whole crowd a long, cool drink.



The parent organization of the Bell System is to be congratulated upon its entry into the magazine field.

The editors of the Bell journals take their jobs seriously, for their work is an important branch of the welfare work so

prominently featured throughout the system.

Roughly estimated, the telephone papers reach about one million one hundred thousand people directly and indirectly connected with the Big Telephone Family. This is about one per cent of the nation's population. Some of us write for counties; some for a state; and others for a group of states. But Long Lines' field is national in scope. Long Lines has a big job before it and I feel that all the editors of the Bell journals will give honest endeavor to assist wherever they can.

WERTER G. BETTY

Editor, Cincinnati Telephone Bulletin, Cincinnati

As every section of our country is bound together by the gleaming wires of the Bell System, so we feel that the new magazine, Long Lines, is partly ours.

National in its scope, there is available a wealth of interesting material for its contents. Its success is assured—and the editor will have the hearty co-operation of all the Associated Companies.

With the kindliest feelings toward the parent Company, the people of our Southern Group are looking forward to the coming of this lusty youngster, and wishing for it a long and useful life.

Edward R. Austin
Editor, Southern Telephone News, Atlanta

I think of this new magazine as a sort of spiritual visitor, going about doing good in a sunshiny way, among as fine a lot of public service people as the world has ever seen. It must "go some" to reach them all and to please them all, but I am sure it will do both. It has no

experience to misguide it, and no precedents to hamper. The white page, like the face of a young child, has all the possibilities of life before it.

May the writing on these pages always bring greater happiness to the Long Liners. May it help them to find joy in their work. May it lend a hand in making the best telephone service in the world continually better.

It is my hope that on the first birthday anniversary of Long Lines, the editor and the director may shake hands across the pages of the best telephone magazine there ever was. That will please the Long Liners, it will please the great and well-served American public, and it will delight the souls of those of us who are so fortunate as to assist in this christening.

I venture to prophesy that truth, unselfishness, good cheer and a common interest in good service will always appear in *Long Lines*.

JAMES D. ELLSWORTH
American Tel. and Tel. Co., New York

The job of editing a magazine for the employees of even a single company of the Bell System is no sinecure; but how much more difficult the job of editing one that will interest readers on the Atlantic and Pacific, on the Canadian and Mexican borders, and all in between. Although I think I would shrink from its responsibilities, I envy you its opportunities and wish you success and happiness in developing them.

Thos. J. FEENEY
New England Tel. & Tel. Co., Boston

It strikes me that your magazine will supply the one missing link in the chain of Bell publications, just as the Long Lines Department ties up the physical systems of the Associated Companies to make a complete and altogether ex-



cellent whole. In my opinion the Long Lines Department will soon observe beneficial results in the way of a livelier esprit de corps, stimulated constructive thought, a more closely knit fellowship amongst the staff units, and a larger measure of company loyalty and enthusiasm.

With best wishes for your success.

J. F. GREENAWALT The Mountain States Tel. & Tel. Co., Denver

"Welcome," says Michigan to Long Lines.

You come to lend us a hand in our work of giving service, and we are glad.

We have longed for you, though not knowing what it was we had need for. You supply a help we always have wanted.

The members of each of our telephone families have, through their own magazines, known each other and have promoted their acquaintanceship within their own particular families. But we have never gone beyond our sectional boundaries in our acquaintanceship with Bell people.

Now you come to tear away the mere boundaries that have existed between families, and to make us one great, happy and efficiently cooperating family. Therefore we greet you gladly.

Colen W. Hungerford Editor, The Mouthpiece, Detroit

I am glad to speak for the telephone folk of our own glorious Northwest, in welcoming Long Lines.

We have long needed a magazine representing the Long Lines Department of the American Telephone and Telegraph Company. Just as the Long Lines unite the great systems of the Associated Companies in giving universal service, so will the new magazine perform a useful office as it encourages and inspires your readers throughout North America.

Launching a magazine such as Long Lines is an earnest—I almost said solemn—event. Great is the part it will play in the success and the happiness of the lives of those who read it. It should be of close direct service to your thousands of readers.

GUY LEAVITT Editor, The Northwestern Bell, Omaha



We look forward to the appearance of Long Lines with great interest. Certainly you have a fine field for usefulness. While the Long Lines people are not essentially different from the people whose service is with the Associated Companies, yet you, the A. T. & T. Co. folks, are the Daddy of us all, and we naturally look to you for example and inspiration. The staff of the Bell Telephone News extends greetings to Long Lines and its staff. We are confident that the new publication will be of great interest and value to its readers in the Long Lines Department, and will also be a spur to greater efforts on the part of the publications of the Associated Companies, in the common cause.

A. T. IRWIN Editor, Bell Telephone News, Chicago

Operator, please give me Long Distance.

This is Long Distance.
Southwestern Telephone News, at St.
Louis, speaking. Please
give me Long Lines at
New York.

Your party is ready.

Thank you, operator, so am I. Hello, Long Lines. Southwestern News speaking.

Hello, Southwestern.

Just want to welcome you to the Bell family.

Thank you. I am mighty glad to be born a
Bell.

You're lucky, anyway. We Bells have a way of sticking by each other through thick or thin. Say, boy, I'll bet it took 'em three months to get you all dolled up for your first public appearance. Wait until you have to do the thing all by yourself once every four weeks.

But can't I kinda keep on some of my party clothes all the time, so I won't have to do so much dressing?

Seems simple; but it won't work. When you go on one of your calls, no sooner do you reach a house than everybody begins talking about you, and by the time they get through with you you'll feel so ashamed that you'll want nothing better than to shed every rag you have on, and get an entire new outfit.

My, my! That's terrible. What can one do? Do, my boy! Why, all you can do is to keep right on trying in the true Bell spirit.

That sounds familiar. I must remember it. That's the spirit, kid!

Your three minutes are up.

There's the operator. Well, good-bye, Southwestern.

Good-bye, Long Lines—and lotsa luck.

E. P. Lasché

Editor, Southwestern News, St. Louis



What am I going to say to a helpless and innocent infant on the occasion of its entrance into this vale of sighs and tears? Shall I indulge in "baby-talk" or shall I put on the dignity that editors are wont to assume and address it in

high-sounding phrases?

Being the father of four handsome and clever children, I frankly admit I prefer the "babytalk." There's something refreshing about an infant that appeals to me—something that intrigues one, as we say in Washington.

So let me say to Long Lines:

"Hellow, there, little chap! Where did you come from? What's your name? (Isn't he a dear!) We're certainly glad to have you around. (Such beautiful eyes!) Want to come to me? (I just love that baby!)."

But to the fond father of the child, perhaps, one who has been associated with him in rearing another child (now a lusty eight-year-old), may venture a hope and a prophecy that this newest infant in the journalistic branch of the Bell family may grow in grace and beauty and proper as the green bay tree.

J. OLIVER MARTIN
Editor, The Transmitter, Washington



The real value to us of any given thing is determined, to some extent, by the degree of personal loss we feel when that thing is taken from us. When Long Lines suspended publication, I keenly regretted its non-appearance and

realized then that it had been helpful to me in many ways. But now I am happily anticipating its return, as I would that of an old friend.

Welcome to the reborn Long Lines.

Joe Southerton
The Southern New England Tel. & Tel. Co.,
New Haven

Hands across the street to Long Lines! Greetings to the new baby in the Bell Magazine Family!

We, in our neighboring Dey Street sanctum sincerely wish for *Long Lines* a career of usefulness and success as extensive as its name implies.

It is a pleasure to have the former editor of *The Transmitter*, who is known to sling a wicked typewriter, so near at hand.

It is the wish of every member of the staff of *The Telephone Review* to be of humble assistance to *Long Lines* whenever possible; we will be only too glad to supply our best stories, our best half-tones, and our best drawings—after, of course, we have used them!

But seriously—more power to you and to those you serve, and may your fame and good work spread as far as the Bell System's metallic Long Lines themselves.

A. B. STEARNS Editor, The Telephone Review, New York

Congratulations to the newest arrival in the big telephone family of magazines!

The Western Electric News takes all the pride and satisfaction to be expected of a nine year older in a tiny new brother; and although



within the family circle we are sometimes called "rough," we aren't bad at heart—it's only the effervescence of youth.

And so, Little Brother, when you are all fed up on family traditions and polite manners and all the other advice you'll get from the rest of the family, and you want to steal away and play hookey, just you whistle for us and we'll show you how to have some fun.

P. L. THOMSON
Editor, Western Electric News

The Telephone News welcomes the new Long Lines Magazine.

We know that you, with the co-operation you are bound to receive from your people, cannot but produce a helpful and interesting magazine. We can foresee a



bright future for Long Lines and are looking forward with unusual pleasure to your first issue.

H. C. YOUNG Editor, *The Telephone News*, Philadelphia



"Stroke!"

By K. T. Rood, Commercial, New York

Stroke!

It's just the long, strong pull,
Catching your oar-blade square and full,
Rowing, steady with never a lull;
Stroke!

The swing together tells,

As down the home stretch shoot the shells

'Mid shriek of whistles and din of bells.

Stroke!

With every man of the crew, Giving his all of bone and thew, The white blades flashing against the blue;

Stroke!

The shouting crowds unheard, Heeding only the coxswain's word, You sense the thrilling flight of a bird—

Stroke!

Stroke!

The pace is faster now,
The white foam gurgles about the prow;
The salt sweat trickles down your brow.
Stroke!

Your breath is panting, slurred; Your straining eyes are growing blurred; Your roaring ear-drums hear the word

Your lungs near burst their walls,
The man before you almost falls;
But still the pleading coxswain calls—
Stroke!

And lo! The race is done.

The battle has been fought and won,
"Steady all and let her run."

Stroke!

A Personal Letter

Swampoodle-by-the-Union-Station Casa de Muchas Trabajos Washington, D. C.

EDITOR: I have your kind note re the junk sent you for Long Lines, and so far from being at all peeved or disappointed that you don't use it all, I am most happy that you find space for any of it.

As you seem to be in rugged health, having withstood the first assault, I may later bushwhack you again. Meantime you have my sympathy. I have a dim and hazy notion that you are never going to lack for something to print, and hope you will be able to successfully negotiate Scylla without staving in your bilge tanks on Charybdis.

Now any old time you think I can help you in any way, if you can't talk,

shake a bush, and I'll be there. I know you will have a plethora of stuff, and don't intend to make your job any harder than it is that way; there may be some other way.

Thanking you for your kind attention and generous patronage, we will close with best wishes for your success and confidence that our wishes will be realized.

Very truly yours
J. M. HARRIGAN

Marion, Ind., Christens Hole-digger

"King Grunt" is the nickname with which Foreman C. Perrin's gang at Marion, Ind., christened their new hole-digging machine, after its performance of excavating three six-foot holes and setting three poles in ten minutes.



A Record and a Challenge

A RECORD has been hung up by the Minneapolis District for the prompt restoration of service after severe storm damage.

Late this spring a violent electrical storm accompanied by high wind and downpour of rain passed over central Wisconsin. In its trail it left 122 broken poles on the Chicago-Minneapolis line, scattered between Baraboo and Hustler, a distance of fifty miles. There were 19 separate breaks, including eight breaks of 5 to 20 poles. The line between Baraboo and Mauston, thirty-

four miles, passes over one of the hilliest parts of Wisconsin. The roads are never good and after the heavy rain were particularly bad. There was one section lineman about fifty miles north of the trouble, and three section linemen about fifty miles south of the trouble. Nevertheless, every wire which went in trouble at 2.47 p. m. was in service at 10.45 a. m. the next morning.

This is how it was done.

About sixteen miles north of the break is Tomah test station, presided over by Chief Testboardman Fred Biebel. As a memento of railroad service, Repeater Attendant Ruby Rosa has a gasoline speeder, so he found out that the railroad also had wire trouble and volunteered to take their lineman south to New Lisbon, twenty miles. This offer was promptly accepted and, incidentally, Section Lineman Edward Horgan, who arrived in Tomah at 4.20 p. m., and Lineman Munn, had a thirteen-mile lift south Douglas.

At Camp Douglas they were joined by Foreman Chris Hotveldt, of the Wisconsin Telephone Company, and M. Carlson, a former section lineman's helper. All proceeded three miles by automobile to Hustler, where the operator had reported several breaks.

All wires were made good through six breaks of 35 poles by 6.30 p. m. After making everything safe through the first fifteen miles of the trouble, the men put up for the remainder of the night at Mauston.

In the meantime Equipment Attenddant Edward Schoot (who is also a first class lineman) started south from Tomah in a truck with digging tools, heavy ropes, block and tackle, and other tools and material needed at such times. After an all-night grind through cold drizzling rain and over muddy roads he arrived at daybreak at Keegan's Hill.

But other things had been happening

in the late afternoon. Lineman Phillip Eberlein, who worked with us last summer, called in from Mauston and after reporting three breaks of 14 poles, started out to gather more information. Lineman Edward Cowan called in from his farm in the hills and after reporting bad breaks kept on covering line into the night.

At the south end of the breaks rapid progress was also being made by the Wisconsin Telephone Company under the direction of District Foreman H. Schroeder, of Madison. Manager Cash, of Baraboo, with two men covered north twenty miles before dark to learn conditions, and were followed by Foreman W. Davis and five men who were out in the country five miles from Scattered trouble and five Baraboo. breaks of 17 poles were taken care of before dark. Work on another break of 20 poles was discontinued after dark and was resumed at 3 a. m., the men having spent the night at a nearby farmhouse with an overflow meeting in the barn.

Section Linemen John Harker, Hugh Borchers, and Edward Snider, who, with two helpers, had been making a line change near Madison, took a night train to Reedsburg and after a short rest on

the station floor started for the hills and reached the line about daybreak. They found several bad breaks and one tree in the line.

Daylight found everyone busy in a cold, drenching rain. Four groups were working independently but as a single team. At 9.05 a.m. the first pair of wires came good and an hour later full telephone and telegraph service was being given.

The foundation for this achievement was laid a long time before the storm oc-

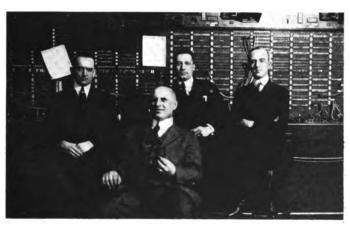
curred by understanding and co-operation between the men of the two companies, by personal acquaintance with ex-linemen to act as volunteers, by developing versatility and initiative in the Tomah testroom, and, of course, by having the highest type of American Company section linemen and Wisconsin Company foremen. Above all, it was "love of the game."

Novelty in Remembrances

J. B. WILLIAMS, New York Commercial, has just recovered from a long siege of pneumonia. Friends of "Joe," at 195 Broadway, seeking something to amuse him during convalescence, hit upon the idea of sending him an aquarium, equipped with six goldfish, two pollywogs, and two turtles.

A committee consisting of H. C. Smith, R. T. Ambler, and E. B. Burgess, conveyed the gift, with a basket of fruit, to the Williams home in Flatbush. Their report in part is as follows:

"Joe was greatly pleased with our remembrances and when Mrs. Williams learned of the little care required by the pet stock she bore up nicely. She was cheered by the thought that if the worst happened, the aquarium would make a perfect bathtub for their kiddie."



The all-night testboard and Morse board force at 24 Walker Street, New York—the "Watchdogs of the Plant." Left to right: J. A. Caffrey, J. H. Farber, F. W. Kenworth and C. H. Edgar.

Margaret Mary Writes to Jane (Continued from page 15)

deck bright and early, and saw that an honest-to-goodness collision had taken place, and that one end of the boat had been roped off in order to keep the curious where they belonged. Of course, after this, we made rather slow progress.

We remained in St. John a very short time, partly because there was nothing particularly interesting there and because that seventy-five dollars was running pretty low. So we decided to return to Boston, where we placed a collect call sending an "S.O.S." to the family for more money. We reached home several days later feeling much rested and full of pep.

I do hope, Jane, that this letter will help you to decide where to spend your vacation. Both trips are restful and helpful and I feel sure that when you come East you will find many beautiful places that will appeal to you. So bring Mary along if you can, because a vacation is always more enjoyable when sharing with others the things we enjoy ourselves.

Sincerely yours MARGARET MARY

Atlanta Sends Greetings

And, doggone it, we've lost this gentleman's (or was it a lady's?) name

To Long Lines, its editors, sponsors, friends, readers, supporters and subscribers, Division Three Plant, Atlanta, sends salutations, greetings and felicitations.

We are largely bounded on the north by the Ohio River and the State of Virginia, in other words by Divisions One and Four; on the east by the Atlantic Ocean, on the south by the Gulf of Mexico and on the west by the Mississippi River.

Plant and personnel—howdy. We have both, thank you. Personality,

too, if it comes to that. In fact, each Division does have a sort of a personality of its own. If you want to know more about the personnel, read up in the "Who's Who" that Mr. Miller sends out entitled, "List of Those in Charge." Also we shall surely know each other better through the columns and pages of Long Lines.

Mr. Richardson Twenty-five Years in Service

On June 1st, F. D. Richardson, Engineer of Inside Plant, New York, completed his twenty-fifth year of service with the Company. In honor of this, members of the Engineering force tendered him a luncheon; W. J. Hoar, acting as toastmaster. Informal speeches were made by J. J. Pilliod, R. A. Renshaw, F. D. Richardson and E. S. C. May, who indulged in reminiscences pertaining to Mr. Richardson's earlier days with the Company. Upon his return to the office Mr. Richardson was presented by the girls with a bouquet of twenty-five roses.



A very special friend of ours; our first contributor K. T. Rood, New York Commercial. Appropriately enough, Rood is the man opening something else again in the foreground. May his followers be many.

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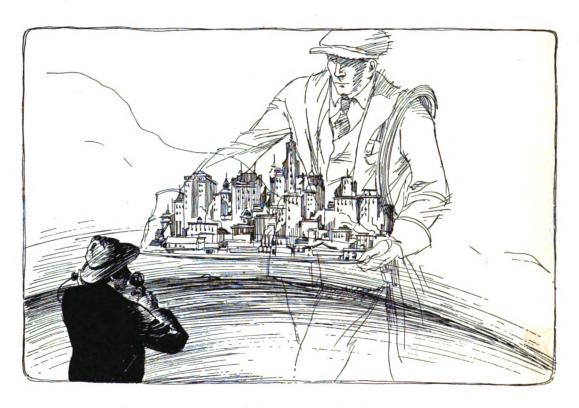
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Bring Me A City!

EEDING no barrier of river, mountain, forest or desert; unmindful of distance; the telephone has spread its network of communication to the farthest outposts of our country.

The ranchman, a score of miles from his nearest neighbor, a hundred miles from the nearest town, may sit in the solitude of his prairie home and, at will, order the far distant city brought to him. And the telephone obeys his command.

Time and space become of small account when, through desire or necessity, you would call across a continent.

This is what the "Long Distance" service of the Bell telephone has accomplished for you; what science in construction has created; and what efficiency of workers has maintained.

You take the telephone as much for granted as you do the wonder of the changing seasons. You accept as a matter of course the company's ability to keep all the parts of this great nation in constant contact.

By so doing you offer a fine tribute to the Bell organization which has created this "Long Distance" service—a service no other country has attempted to equal.



"BELL SYSTEM"

AMERICAN TELEPHONE AND TELEGRAPH COMPANY AND ASSOCIATED COMPANIES

One Policy, One System, Universal Service, and all directed toward Better Service

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NG INES August 1921

"I'll tell the world"

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MEN he isn't losing folf balls down at the Shackamaxon Club, F. G. Cooper, maker of our cover illustration, draws.

"What do you think of making it something like something else you made?" we asked.

Cooper thought "Marvelous", he said. Whereupon he dealt us two hands of sketches. The discard is reproduced in this issue.

Cooper isn't much of a golfer.

Cooper's folling form by himself.— Worse when with others.

(If you'll turn back to our first issue, you will see where Cooper gets his inspiration for these paragraphs.)

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT AMERICAN TELEPHONE
AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

Vol. I., No. 2

T. T. Cook, Editor

August, 1921

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." $-H.\ B.\ Thayer$

In Which We Crib An Editorial Idea

UNCHING in a hot and crowded restaurant just east of downtown Broadway, the engineering man raised his eyebrows at the writing man and said:

"Idea for an editorial? Not a one. When it comes to

"Idea for an editorial? Not a one. When it comes to such things you can rate me at about zero. . . . But I guess both of us know that the subject in the back of all of our people's minds right now is—economic conditions."

"How do you mean?" we ventured.

"Simple enough. They're hoping they won't be hit by old e. c. They see a bunch of big and little businesses laying people off by the thousand and reducing wages by the million. 'What about our jobs and salaries?' they're saying."

"And," we urged, "what do you think about 'em?"

"Well, from where I sit it looks as if there were pretty good grounds for hoping. Some adjustments have been made, of course; certain others may have to be faced. . . . Say, have you read the boss's printed reply to a question on this matter?"

We had not; but we did—that same afternoon. There it was; the very sentence our engineering friend had in mind, or we lose another bet.

It is his opinion (the Director's), provided no more serious conditions arise, that with the proper co-operation of the Association, the present standards may be generally maintained.

Pretty neat thought to tuck under your pillow at night, isn't it? And, hot as the weather is, we see no reason why we should search further for a good editorial idea.

WHEN THE FLOOD CAME TO PUEBLO

"Once more it was demonstrated that the spirit of the Long Lines Department ever lives."

By H. E. Schreiber, St. Louis
From notes furnished by those
on the scene

HEN the shrieking sirens warned the citizens of Pueblo that the continuous rains, followed by a severe storm and cloudburst, were causing the Arkansas River and Fountain Creek to overflow their banks, they little dreamed that the results would be so disastrous. An unknown toll of human lives was taken. Thousands of cattle were drowned. Millions of dollars worth of property was destroyed.

To those engaged in the telephone industry the ruin meant — HARD WORK, SELF SACRIFICE, HEROIC DEEDS, AND THE ONE THOUGHT: RESTORE SERVICE. This represents the telephone employee's duty to the public and is exactly what was given by every Bell System employee. Not that others did not do the same, but this is a story of the Long Lines end of the work and we all join in saying: "You have done your part well."

When the storm was at its height on Friday evening, June 3rd, Byron Thady, of the Mountain States Company, was testing with our testboard at Denver. Several circuits had already failed when Thady informed the Denver testboard that he was standing in water a foot deep and it would be useless to continue with the testing as the water was rising rapidly.

In order to save the storage battery and prevent the possibility of a fire due to the short circuiting of the wires, Thady then pulled the main fuses on the storage battery, cutting off all communication with

Pueblo. He then directed his attention toward saving office records. In the course of this work he returned time after time to the testroom, carrying valuable cable records to safety on the third floor.

On the floor above the testroom thirty-five loyal operators were sticking to their jobs, warning the public to flee to a place of safety. Each time Thady passed the operators he shouted a word of encouragement. Once more Thady returned for records, this time with water up to his arm-pits, and as the whirling waters rushed through the broken windows the door leading to the stairway to the upper floor slammed shut, cutting off his only chance of escape. With the water now up to his chin Thady was struggling to open the door; he finally succeeded with the aid of a piece of board in forcing the door open enough to squeeze through. He then struggled through the water to the stairway, which meant safety.

On top of all of this, Thady saved the life of a man who was clinging to the top of a garage in the rear of the telephone building by leaning out on the fire escape and pulling him in with the aid of a stick. Thady is a young man twenty years of age and when complimented on his heroism, modestly replied: "I simply did my duty. Why all this ado?"

Chief Equipment Man H. C. LaChappelle, and Section Lineman H. J. Carper, of the Long Lines force at Denver, left Denver at 4 P. M. Saturday, June 4th, for the scene of action. Five miles out of Denver they had to

wade their Ford through a half a mile of water two feet deep. Thirty miles from Denver, at Box Elder Creek, they found the bridge was gone. However, the railroad bridge was still standing, but this meant a mile of ties to ride with a Ford, and nothing but a rushing torrent beneath. Did they take a chance? Sure; they made it without a puncture.

Sixty miles from Denver, at Bijou Creek, they found the bridge standing in the air with both approaches washed away; but this did not stop them. They secured two large planks, placed them from the bank to the bridge, and up went the Ford. They pulled the planks up after them and again used the planks to descend from the other end of the bridge. Sunday night they landed in an inland town 140 miles from Pueblo. They slept in the basement of a store that night and at 4 A. M. were again on their way.

At this part of the story the writer



Temporary telephone quarters in the First Baptist Church, Pueblo.

would like to quote the information as it was received by him: "They came to a hill, looked down at a wicked looking stream without a bridge, but not very wide. Slim said: 'Hold tight, she ought to jump it, she has done everything else.' Shorty said: 'Not with me in it.' With this he jumped out and waded the stream. Slim made a running start from the hill while Shorty prayed from the other side. ZIP—and the car landed on the north bank with clear sailing ahead, except for a hill, which Shorty pushed the top off of getting Slim and Lizzy over."

After many other hardships they reached Olney Springs, Colo., where they caught a relief train which took them within twenty miles of Pueblo. Again they were fortunate and were given a lift by the Pueblo coroner, who was returning to Pueblo to look after the dead.

Upon arriving in Pueblo they found



Wreckage in Peppersauce Bottoms, Northwest Pueblo.

one circuit working to Denver and immediately got in touch with headquarters. They then continued east, making good one circuit through the breaks where the line had been washed away until a junction was formed with the Division forces, who were working west.

Division headquarters, working in conjunction with the Denver office, dispatched Division gangs to the flooded district.

General Foreman Skill and two gangs under Foremen Wall and Lee arrived on the job on June 7th. Skill and Wall left Newton, Kans. at 4.15 P. M., June 6th and arrived at Lamar, Colo. at 3.30 A. M. At Lamar they found the wagon bridge washed out and approximately 300 feet

of the railroad company's bridge gone with rails and ties suspended in the air. They borrowed a hand-car, loaded on the tools, pushed it across the suspended rails and continued three and a half miles farther before auto trucks could be obtained.

At 6.30 P. M. they started

Grand Avenue near the north underground terminal of the Denver-El Paso line. for the first break, near Las Animas, and after floundering through mud, rain and darkness, reached their destination at 10.30 P. M. It was found that service had been restored on one circuit, so efforts were made to locate a place to stay over night. Unable to locate a place, they drove seven miles east to the Naval Hospital at Fort Lyon, where they were royally received by the com-

manding officer, Dr. Garrison.

On the next day the Division forces met La Chapelle and Carper and all hands pitched in to restore service on the remaining circuits. During the course of this work Carper was testing with the Denver testboard and while standing in eight inches of mud and water was knocked unconscious by a bolt of lightning which struck the wires some distance east.

General Foreman Skill and Section Lineman Mosier who were working with Carper at this break applied the treatment for resuscitation from electric shock as contained in the booklet furnished field forces. After ten minutes of hard work, during which the results were always in doubt, Carper was



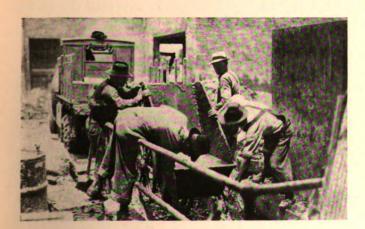
restored to consciousness.

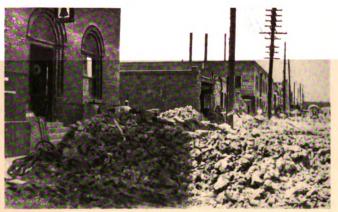
All of our circuits were in service at II A. M., June 8th, and considering the conditions under which the work was done, the highest commendation is due all who participated. Once more it was demonstrated that the spirit of the Long Lines Department ever lives and that personal sacrifice, hardship, even life itself are freely offered on the altar of duty whenever and

wherever the summons to duty is heard.

Section Lineman Carper's Flood Report

All A. T. & T. wires out to Kansas City. The old war-horse says to Shorty and Slim: "Crank up the Ford and get there." Then the two birds started from Denver to Pueblo at 5.00 P. M. to locate the breaks. When they got five miles out of town they had to wade Lizzy one-half mile through water two feet deep. When they got thirty miles out they came to Box Elder Creek, one-half mile wide, awfully deep. Bridge gone. They had one chance—the railroad bridge (a mile of track without any





Front of the Pueblo central office. Note the high water marks near top of windows.

dirt between the ties). Shorty says to Slim: "Let's go," so Slim started down the railroad with a death grip on the wheel. You can see Shorty's finger prints on Lizzy's sides yet. . . .

Sunday night they finally made an inland town sixty miles from a railroad south of Limon, Colo. and ninety miles to Ordway, which is fifty miles east of Pueblo. Shorty and Slim bunked in a basement of a store—tired, hungry and wet. The next morning at 4.00 A. M. Shorty had shivered so hard that he was thirty feet from Slim. . . .

Arrived ninety miles south at Ordway, Colo., at 9.30 A. M., sent telegrams by the way of Great Bend, Kans. and then headed west. They got to Crowley, Colo. and there had to run the Lizzy through

one-half mile of water over the running boards. Here they burned the heart out of the Ford. Shorty had to push again to get her in high.

They finally got the wreck to Olney Springs, Colo., where they caught a relief train which took them within twenty miles of Pueblo.

Removing mud and debris from the central office basement.



SLEUTHING

By Kingsland T. Rood, New York Commercial, Who Likes Good Illustrations and Therefore Draws His Own

NE of our early ambitions was to be a master detective. But when we come right down to it we find we aren't as good at discovering clues as Doctor Watson's side-kick; the evidence seems to be lacking in great numbers when one sets out to do home-made sleuthing on one's own account.

The way we found out about it was this: The editor of Long Lines encountered us as we were passing along the corridor one day and suggested that he needed an article on "Sleuthing the L. D. Talkers." He further intimated that it was up to us to go and dig it up.

Accordingly, one Saturday noon, arriving in the Grand Central Station, New York, just in time to miss the last train until the 2.13, we sauntered over to the nearest hotel to the concourse and took our stand near the P.B.X. switchboard. Our post was in a good tactical position, where we could hear the numbers given the operator and at the same time observe the people inside the booths. Unfortunately for our purpose, the booths were sound-proof, so all we could go by were the expressions and actions of the patrons.

For a time nothing happened but a lot of local calls. As we weren't

interested in these, our enthusiasm began to wane. But presently our patience was rewarded. A youth of some twenty years, fair-haired, with large blue eyes and rosy cheeks, stepped up to the operator and gave a Poughkeepsie number.

When the light went on in the booth he entered, very carefully closed the door, and began talking as close to the transmitter as was possible. As the conversation proceeded, his cheeks became even pinker than they had been. His smile was a permanent fixture; he beamed all over. It was easy to see that he believed thoroughly in Einstein's theory: space and time were nothing to him—at least we gathered that on hearing the overtime charge he had to pay.

Oh, Her Voice

Diagnosing this case was simple. One of the main attractions at Poughkeepsie is Vassar College, which furnishes several hundred good reasons for a young man to call up from New York or even greater distances. Additional clues were the care he took not to be overheard, his blushes and the perfect satisfaction he showed on hearing Her Voice.

Feeling pretty proud of ourself, we waited for the next long distance patron with a sense of pleasant anticipation. He proved to be a tall, slightly stooped old gentleman, with curly white hair, smooth-shaven face and kindly but tired-looking eyes, and he put in a call for Putnam, Conn. When it came, he talked for a few minutes, his face lighting up with a smile, and when he went away he appeared a little less tired than he had seemed before.

All Set for Home

This case was not so easy. The patron had worn a stand-up collar and a frock coat, indicating official business of some kind. Politics was out of the question; he did not come within that type of man at all. Probably he was a small town business man, delegate to a convention, fatigued by his duties and anxious to get back to the home he had just been calling.

Our next client was a college boy, as evidenced by his low-crowned soft hat pulled down over his eyes, raglan top-coat, and regimental tie of red and blue stripes. The number he gave was located in New Haven. He seemed nervous when he went to the booth, and

drummed on the glass with his fingers while waiting for his party to answer. Then he began speaking with an apologetic expression on his face. As he went on, he began to expostulate.

Apparently he was asking for something that the person at the other end of the wire refused, for after several minutes of seemingly fruitless argument, he hung up the receiver, paid his charge and stood whistling absentmindedly for a minute before he walked away.

Another occasion for debate, but then we decided that he was a college boy home on vacation and had been calling up the dean of the university in an effort—unrewarded—to get his vacation extended. We gave him our fullest sympathy, too, for we had a vivid memory of the time we tried the same thing with the same result. Our guess was that he was now wondering whether he could get away with being taken sick suddenly, after his attempt at argument. The betting would have been decidedly not in his favor.

Under Suspicion

For some time we had been aware of a dark-browed man, with a hard face and derby hat who had been gazing at us

Havana Hears a New Word

A NOTHER proof of the difference between "English" and "American" is offered by a story current at 195 Broadway, shortly after the opening of the New York-Havana cable.

Two or three days following the opening of the Cuban cable, a slight difficulty developed in the call signal at the American end. When it was adjusted the New York operator, wishing to test it, called the Cuban operator and requested:

"Gimme a ring."

Nothing happened. After a moment she repeated the request. More silence from Havana. Growing a little impatient the New York girl called a third time.

"What's the matter? Why don't you gimme a ring?"

The voice of the Cuban operator then came over the wire: "I understand 'ring' perfectly, but, please what is that 'gimme'?" steadily. He had an official look, somehow, and we were suddenly struck by the fact that we must have presented a suspicious appearance to the casual observer—as if we were eavesdropping or something. Of course we weren't. But we peeped into the glass door of the nearest booth and found his regard was still fixed on us. Just about then our conscience began to prickle. We knew we weren't doing any wrong, but nobody else did, and felt as if we ought to feel guilty, even if we didn't. So right away we did. That's the sort of conscience we have.

Meanwhile, we took another peep into the glass; he was still glaring. Was he a house detective? Thoughts of what charges could be brought against us crossed our mind. Espionage? Was eavesdropping a crime? Even if we should prove our innocence, there was bound to be a scene when we were arrested, and it would be a lot of inconvenience finding anyone to identify us—everybody would have gone home by now, and it would mean, at least, several hours at the police station.

Nemesis Pursues

So we decided to dissimulate. We pulled out our watch, looked at it, frowned, put it back; registered disapproval; looked expectantly down the corridor toward the door; walked five steps; took out the watch again, listened to it, shook it; scowled frightfully; took two more steps; registered extreme annoyance; returned to our post and looked into the glass.

Evidently our camouflage had failed, for our Nemesis was still intent upon our actions. While we were peering at his image, he suddenly began walking toward us. All was lost! We were pinched and that's all there was to it. Why, oh, why, had we been so goodnatured as to accept this job? What would our family think? And our

friends? Our reputation was ruined. We were just about to say: "Never mind the handcuffs; I'll go quietly"—when he passed us, entered a booth and began talking. We leaned up against the directory rack and wiped our perspiring brow.

Breaking the News

At this juncture our train of thought was interrupted by the arrival of a young looking couple, the girl in a gray suit, with a hat to match and a corsage bouquet of sweet peas. Apparently they had recently been travelling, and both seemed concerned about something. They held a long, whispered conversation before giving the operator a call for a small town in New England.

When the light flashed on, both entered the booth and the young fellow's appearance of worry deepened. However, the girl slipped her hand through his elbow and he took down the receiver. For a minute he seemed to be trying earnestly to convince someone of something and evidently succeeded, for pretty soon he began to smile. He stepped back and gave the receiver to the girl, who was also smiling soon and talked animatedly for several minutes before hanging up. They came out and after paying the charge walked away beaming happily, the girl still holding the man's

We won't say what our guess was in this instance, because it is probably the same as that of anyone who reads this tale; but while we were still thinking about it, we looked at our watch, and were surprised to find that our train had left long ago and the next was due in five minutes. We hurried off in the direction of the concourse, deciding on the way that, while it was easy enough to form theories, it was another thing to prove them. So we concluded to put off changing our position for that of William J. Burns—for a while anyway.



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SPEAKING OF VACATIONS

Here's our idea of a place where life, liberty and the pursuit of happiness might be indulged in.



Looking across Central Park, Havana

DOWN IN CUBA

Miss Murillo Vest, Division Instructor at Atlanta, Tells About Her Operating Experience in Havana

HEN I learned that I was going to Havana, I was very much excited and of course promised to write everybody all about Cuba and the opening of the cable and, as usual, I have not kept that promise. I had just decided to write one nice, long letter and send a copy around to everybody, when along came the introductory word regarding Long Lines. After reading it, I promptly decided to send that letter to the Editor, and if the idea proves a good one it will save me lots of time to say nothing of the postage.

To tell the truth, I fell in love with Havana at first sight. The view from the sea as we approached the city was impressive. Grim old Morro Castle, the low white buildings of the city, the blue waters of the bay and blue sky, first seen in the quiet of early morning,

were enough like an old world painting to stir the imagination.

The Chief Operator, Traffic Chief and others met me at the boat and went with me to my hotel where we had breakfast. Later we went to the office where the girls presented me with more roses than I had ever seen in one bunch before. I had to take them home in a Ford that evening. That day and the rest of the week were devoted to study and practice, preparing for the opening on the eleventh.

The Grand Casino, the Monte Carlo of this part of the world, is a place where an excellent dinner and dancing may be enjoyed even if one does not care to lose a few dollars at the roulette tables, and I am very glad I did not miss it. I also visited the New Frouton where the game of Jai Alai (pronounced high-alye) is played and where oddly enough

I was able to pick the winners. If you wish to know how Jai Alai is played, send me a self-addressed and stamped

envelope.

One could not afford to miss the Tropical Gardens of Senor Mendoza, where visitors are allowed to drink as much beer as they wish without cost. Personally, I'd as soon try to drink a glass of nice soap-suds, but the gardens are beautiful and well worth seeing.

An experiment farm at Santiago de las Vegas, where many varieties of fruits, flowers and vegetables grow, was another interesting place. For the first time I picked oranges from the trees and There were saw bananas growing. many fruits and flowers new to me whose names I do not remember. They

are now experimenting with silk worms and claim that they can be successfully raised there. Think what that would mean to Cuba, already one of the world's richest spots.

The cemetery was one of the most interesting places I saw. Havana is the most expensive place in the world and one's expenses do not stop when one dies. Five years rent must be paid on the grave and at the end of that time if more Columbus Cathedral, where Christopher's rent is not paid, one's bones are dug up and

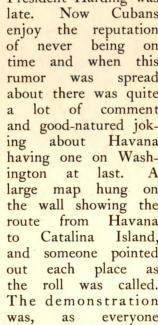
piled in the bone yard to be burned. So, ever so often the potters field is cleaned out and the graves made ready for new occupants. Somehow, the idea made me hope to see Alabama again.

Perhaps you have been wondering when I will get to the opening of the cable. I wish I could describe it accurately, but I cannot remember all about it; there was so much confusion. The rooms at the Telephone Building were beautifully decorated. Before guests arrived, all the tables were banked with roses, each one done in a different color.

Then the guests came in. The beautiful and gorgeous gowns of the ladies reminded one of a fashion show. On a raised platform at one end of the room with a background of American and Cuban flags sat President Menocal and several members of his cabinet, with Mr. Behn, President of the Cuban Telephone Company, and General Crowder.

When everything was ready for the speeches and the demonstrations, it

was rumored that our President Harding was Now Cubans late. enjoy the reputation of never being on time and when this rumor was about there was quite lot of comment and good-natured joking about Havana having one on Washington at last. large map hung on the wall showing the route from Havana Catalina Island, and someone pointed each place out the roll was called. The demonstration everyone



knows, a great success and I never saw such enthusiasm as was shown by the Havana people.

We were ready for commercial calls shortly after six o'clock and while the guests were still dancing, eating and making merry, our work behind the scenes began. The operators were as



bones reposed for many years



much excited as the people for a time, but when the calls began to come in thick and fast they were ready and handled them fairly well. Until ten o'clock and all the next day, we were so busy that I don't know how we ever got through. The work those first few days was harder than anything I had ever done and it was a relief to have something funny happen.

*** * ***

Once we sent a messenger for a Chinaman in Tampa and he sent word back to the operator that he was no fool, he knew they were playing a joke on him and refused to come. When we sent another messenger, the Chinaman had boarded a train for Oklahoma and we lost our first messenger call. At first the operators had so much difficulty getting names that it was necessary to verify almost every one. The public learned this quickly and some of their attempts at verification were too funny. One man trying to give his call in English said: "No, no, no, not D, as in David—it is P, as in dog" (the Spanish name for dog is perro).

Occasionally it was necessary for me to relieve an operator, especially during the epidemic of measles, and I simply could not appear dignified, so many funny things happened. I would answer the cable trunk from the recording board by saying: "Cable Operator." If I heard someone saying "Alli, alli," would then say: "Operadora del Cable." Then if someone started off in Spanish, I would have to say: "Un momento," while I tried to get a Spanish speaking operator on the line. Ever so often thereafter I would repeat, "Un momento," and the subscriber would wait patiently until someone was ready to take the call.

Back in Nashville we used to wave a ticket about triumphantly and show it

off like a blue ribbon prize hen if the charges amounted to as much as fifty dollars, but in Havana one often hears an operator quote a charge that amounts to more than one hundred dollars. At first I would expect the subscriber to make a noise like an explosion, but they usually thank the operator as evenly as if she had said one dollar, and hang up. Once in a while, however, one hears something very different. This was the case of a man talking for twenty minutes on a call to New York, thinking all the time that it was the duty of the operator to notify him at the end of three minutes. When the operator quoted the time and charge, I think he must have fainted. He didn't say much, but he appeared in the front office about half an hour later and put up quite an argument. I noticed, however, that he brought the money and went away without it.

*** * ***

Should you ever decide to spend your vacation in Cuba, do not pay the first, second or third price asked for an article when you go shopping. I wanted a hat and having set my heart on one, I set my own price and drove a hard bargain. At the end, there were about fifteen clerks, the floor manager and the general manager around me. None of them could speak English well and they were evidently much excited. It was plain that they did not know what to do with a person who would not pay their price and refused to leave the store without the hat. Well, I got that hat!

If you try to drink a cup of coffee after dinner, it wouldn't be a bad idea to take a lump of sugar or something else along in your handkerchief to take the taste out of your mouth.

One thing more, please. If you are in the habit of eating our harmless fruit cocktails do not, under any conditions, order a fruit cocktail in the dining room (Continued on page 36)

OUR HEROIC DEAD

HE War Department is now bringing back from France the bodies of men who lost their lives in the service during the war. This is only being done, however, where request for the return has been made by the relatives of the deceased.

order suitable recognition should be given to the remains of these soldiers, former employees of the Bell Telephone System, a committee of ex-service men at 195 Broadway has been organized for this purpose. The program of this committee follows:

1. Check the Army list to locate the bodies of Bell System employees as each ship arrives.

2. Notify the Associated Company of the arrival, and advise them that it is being cared for while in Hoboken.

3. Provide a wreath to be placed on each casket.

4. Notify the Associated Company of the time of shipment of the body so that they may arrange for its reception if it is desirable.

This committee was organized at the request of E. K. Hall, Vice-President, and he has also requested each of the Associated Companies to form a similar committee to work with the Bell System Committee.

The personnel of the Bell System

Committee is as follows: Frank H. Fay, Chairman, Long Lines, General Plant Dept.; R. M. Crater, General Dept., Benefit Committee; C. O. Bickelhaupt, Dept. of Operation and Engineering; J. D. Pollock, Dept. of Operation and Engineering; C. B. Johnson, Dept.

of Operation and Engineering.

In addition to the duties above outlined this committee is also gathering data relative to these former soldiers in order that the Bell records may be complete and, therefore, if any one who reads this has information regarding any of the former Bell employees, especially regarding his war service or death, which would be of value to these

local committees it is suggested that such information be furnished them.



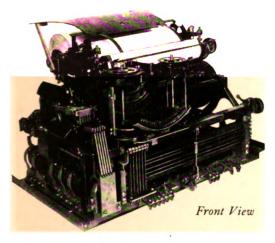
One of the wreaths placed on caskets arriving at Hoboken.

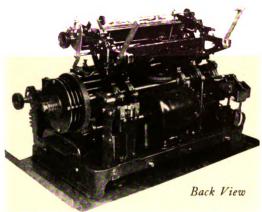
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On Your Mark! Set! Bang!

From Middletown, Conn., comes the report of an Amherst-Wesleyan track meet, won by the former, which was carried on by long distance telephone between the two colleges. As each event was run off, the result was telephoned directly to the rival institution's athletic field. According to the New York *Tribune* the meet was a decided success and more such will follow.

AUGUST, 1921 ONG INES





The New Type Bar Printer

By F. H. Fay, New York Plant

NINE-DAY conference was recently held in New York on the subject of printer maintenance, and during it a course of instruction in the operation and maintenance of the new type bar printer which has been developed jointly by the Engineers of the A. T. & T. Company and the Western Electric Company was given to those who attended. This new type bar or Code 10A printer is quite different from the one now generally used throughout our service. The present printer, for instance, uses a type wheel which is rotated to a certain letter and then stopped automatically by a selection of impulses which are transmitted over the line, and after it is stopped at a certain letter a ram strikes the paper from behind and presses it against the type wheel. This method is very similar to the method of printing on typewriters which employ type wheels such as Blickensderfer, Hammond, etc.

The new printer is built very much more like the present standard typewriters. It has each type attached to a separate type bar which in the case of a typewriter is operated by the depression of a certain key, but in the case of the printer by certain selection which is set up within the machine by the impulses transmitted over the line, and then the type bar is operated by a cam movement which makes the operation much more positive than the operation of the type wheel printer.

Deliveries of these type bar printers have just commenced, and during this year it is planned to replace several of our existing type wheel printers by type bar printers and, in addition to these, certain other type bar printers will be used in starting service under new contracts. It will require some time before all of the type wheel printers will be replaced by type bar.

The Plant Department was fortunate in having the assistance of the Department of Development and Research, and especially that of E. F. Watson of that Department, who had charge of the school of instruction in the type bar printer maintenance and operation. Mr. Watson has been connected with the development of this new printer since this development began and, his knowledge of it was of great benefit to those who attended the course.

Vail Medal Committee Announces Awards

The Committee of Award—Theodore N. Vail Medals, Long Lines Department, announces the following awards of bronze medals:

HARRY BROWN, Section Lineman, South Norwalk, Conn. WILLIAM M. DOUGLAS, Section Lineman, Harrisburg, Pa. WILLIAM A. LOCKE, Section Lineman, Milton, Pa. JOHN E. MORAN, Section Lineman, Syracuse, N. Y. FLOYD NICKELL, Section Lineman, Portsmouth, Ohio.

Early in December, 1920, President Thayer announced the establishment of the Theodore N. Vail Memorial Fund, and our director appointed the following Committee for the Long Lines Department to review the cases submitted for the year 1920, and select from these cases any which it felt should be recognized under the provisions of the Fund: J. J. Pilliod, Chairman, Miss A. B. Meusburger, J. L. R. Van Meter, T. G. Miller, H. M. Warke, L. S. Murphy, Secretary.

In considering the personnel of this Committee, the director asked the Association of Employees to nominate two representatives for appointment. The Association nominated Miss Meusburger and Mr. Warke, and the director accordingly appointed them members of the Committee.

The Committee has based its awards on acts which illustrate unusual resourcefulness, initiative or sacrifice directly or indirectly in the interest of Public Service acts, the performance of which a supervisor might hope for but would never order his men or women to do; acts which are worthy of recognition other than by promotion, additional compensation or the congratulations of fellow employees.

The medals, with the citations which are to accompany them, will be presented in October.

Mr. Gifford's Philadelphia Address

In view of the large number of A. T. & T. Company stockholders in the Long Lines Department and the increasing number under the new plan by which employees may purchase stock, it occurred to us that many of our readers would be interested in the address "The Developing and Financing of this Country's Largest Public Utility," delivered by W. S. Gifford, Vice-President, American Telephone and Telegraph Company, before the Bond Club of Philadelphia. We are, therefore, enclosing Mr. Gifford's address as a supplement to this issue.

Another "First"

The honor of making the first commercial call over the Cuban telephone line falls to J. M. Bloch, of Indianapolis, according to the Muncie, Ind. Star, which records the event as follows: "You say you could hear his voice perfectly? Well, could you smell his breath?" was the first question that greeted J. M. Bloch, general manager of the Gibson Sales Company of Indianapolis, as he completed a long distance conversation with R. L. LaBarge, representative of the company at Havana. "If he could smell anything, I'll charge him extra,' said Mr. Bloch's boss."

Introducing

Messrs. Yih and Shen from the Other Side of the World

By L. S. C. and J. I.

HEY have heard about us. From the other side of the world people are coming to

see what kind of a job we are doing. The accompanying photograph shows seated in the tractor T. C. Yih and T. H. Shen, of China. These young men are two of several graduates from the Chinese College of Posts and Telegraphs that have been sent to this country by the Chinese Ministry of Communica-They are guests of the International Western Electric Company, and are here to secure information concerning the manufacture and use of American telephone equipment. After taking an eleven-month students' course at Hawthorne and a somewhat shorter course with the Bell Company of Pennsylvania, Messrs. Yih and Shen were selected from the group to specialize in the best long distance construction and maintenance practices.

They were naturally sent to the right place and have just been initiated by Foreman Horne's gang on the Avon-Baltimore Line in digging holes, carrying insulators and piking poles; and by Foreman Chisholm's gang in stringing wire. They are going after some honest-to-goodness American experience, and we bet they get it. They are the get-what-they-go-after kind.

Mr. Yih's calling card tells us his given



Our Chinese guests try their hand at manipulating a "caterpillar."

name is Tien Chio, which means "Heavenly Welfare." The gang likes his real name so well they haven't even suggested a suitable nickname.

But this is not all; our boys are being taught other Chinese and now have a euphonious slogan which, translated, means "Hot Dog! Let's go!"

When our snapshot was taken Messrs. Yih and Shen had just graduated fror digging holes and had donned their Sunday clothes for a ride in the "Noman's land" flivver.

These visitors tell us that in China, long before they came to this country, they heard much of the American transcontinental line. And while the transcontinental is one thing in particular they want to know all about before they leave, they find other things in our game interesting as well—everything, from how many insulators the American boy breaks a year to high brow theories.

Mr. Yih tells us that in China 400,000,000 people have at the present time only about 40,000 telephones. We trust that he and his comrade will participate in the building of a telephone system adequate to the needs of the Chinese Nation.

Left to right—
Messrs. McFarlane, Belt, Moran,
Kinnard, Read,
Sunny, Kuhn,
Hall, Brown, Halligan, Bloom, Ellsworth, Berry, Gifford, Carty, Kilgour, Thurber,
Gherardi, Jones,
Thayer, Guernsey,
McFarland, Wilson, Stevenson and
Nims.

Loud Speaker D Yama Co

By J. G. Truesdell, Supervisor

AMA FARMS, Napanoch, N.
Y., nestling in the foot-hills of
the Catskill Mountains, is an
ideal place for quiet deliberation.
Hence it was the chosen spot for the
recent annual conference of President
Thayer and the vice-presidents of the
A. T. & T. Co., the presidents of the
Associated Companies and our director,
Mr. Stevenson.

Each year our executives are given a demonstration of the latest developments of the Bell System.

A year ago it was the modified transcontinental circuit and

Above — Our own oratorical engineer, W. D. Pomeroy, giving the loud speaker apparatus a preliminary try-out.



A group of the conferees getting in shape for the next day's sessions on the Yama course.

In the panorama the audience, seated on the golf course at the left, is listening to Chicago's conversation and music.



Demonstration at Conference

or of Special Service, New York

radio with a ship at sea. This year, the Bell loud speaker had its inning. Next

year-who dares prophesy?

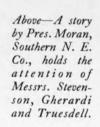
The loud speaker equipment was the same as that used in Washington for President Harding's inauguration. It consists of very sensitive transmitters, powerful amplifiers and huge projectors. The "jam kitchen" at Yama was used as a control room and contained the power plant, amplifiers and switching apparatus. Near the kitchen and

backed by tall poplar trees was located the dark green, 25-foot steel

tower supporting

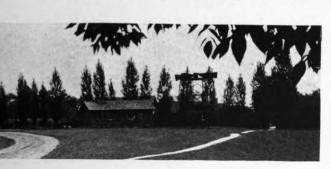


Above—Vice-Presidents Gherardi and Wilson, A. T. & T. Co., rehearse a song for the edification of a group of Bell System executives, with Vice-President Gifford apparently deciding to dance to their tune.





The doctor makes the whole Bell System exercise. Oval—Mr. Thayer and Col. Carty inspect the tower.



The music and messages from Chicago emanated from the large projectors on the steel tower at extreme right. the projectors arranged not only to cover the golf course, the Inn and surrounding hills, but to carry the voice and music across the valley to hills three and four miles away.

The conference cabin was the scene of the first demonstration. Beside the cobblestone fireplace stood a projector, not unlike the old fashioned phonograph horn. Nearby a lone transmitter stood on a table. Our officials were relaxing in easy wicker chairs when suddenly a voice filled the room. "Hello, Yama, this is Chicago talking," and some one in the group answered: "Good evening, Chicago, this is Yama."

*** * ***

No telephone receivers, no straining to hear, no necessity to talk directly into the transmitter, all calm and serene. Then followed a talk, music—both vocal and instrumental—all from Chicago. Earlier in the evening the same program had been rehearsed with San Francisco, but as the transcontinental circuit was needed in connection with the floods in Colorado, no demonstration was given from San Francisco.

The next day the same program was repeated from Chicago, using the large projectors with the audience scattered over the golf course about six hundred feet from the tower, together with local speaking by various officials and music—phonographic and vocal—the latter being rendered by Presidents Kinnard and Berry, Vice-Presidents E. S. Wilson and E. K. Hall and our own oratorical engineer, W. D. Pomeroy.

An extra large projector was so arranged that it could be pointed in any direction desired. With this directed across the valley, speech and music were heard by people on the fire tower 3.6 miles away and music was heard on Mt. Meenagha 4.25 miles away.

The loud speaker was put to varied

uses during the conference. One official while in the bath tub was informed that his presence was desired on the tennis court. Several were called while on the golf course to answer the telephone. The ticking of a clock was thrown broadcast over the country side. The effect of inductive interference was illustrated by bringing a lamp lead near the preliminary amplifier and listening to the generators in the distant power-house.

One evening two girls were strolling through the woods when a talking test was started. The sound frightened them and they ran over a mile to the nearest house saying that someone started to call to them in the woods, had followed them all the way down the road and was still talking to them.

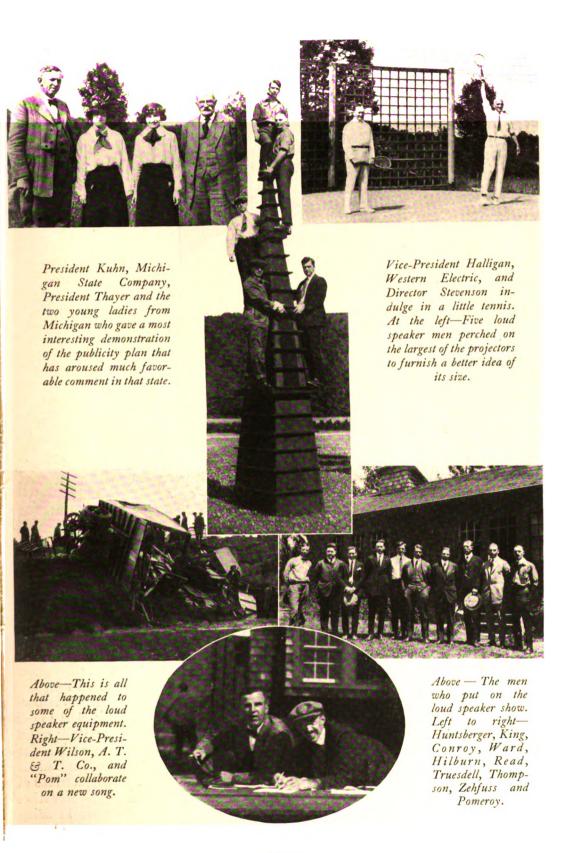
*** * ***

A very effective part of the program was the rendering of chime music during the evening. This was so perfect that it gave rise to the rumor that a set of chimes had been installed at the Inn.

The officials left in a number of automobiles which drove slowly away as the loud speaker played "Home Sweet Home" and the operating force stood at attention. As the machines disappeared from view the large projector was directed down the hill and the farewells followed them to the railroad station.

George Korman Dead

George Korman, who died in Atlanta, Ga., June 28, left an enviable record. Starting as wireman, in his eighteen years of service he rose to superintendent of equipment, district plant chief at Atlanta and at the time of his death he was in charge of important technical work. During the war he served overseas as a captain, U. S. Army.





HE Long Lines
Department
has set up what
I term an industrial democracy.
Industrial democracy
means securing, as far
as is humanly possible,
equality of opportunity, equality of the

conditions under which men and women are to show the stuff that is in them and to achieve the measure of success to which their own force of mind and character entitle them.

The old policy—"It is my industry and it is nobody's business but my own how I run it"—has passed out. The new policy is that the industry is made possible only by the joint endeavors of all the men and women who, with hand or brain, work in connection with it. Their lives, as well as the employers' lives, are bound up in it, and their destinies affected by the way in which it is carried on. This has led forwardlooking people to think of a human standard and the day is not far distant when the standing which any concern has in the industrial world will be judged, not from the money standard so much as from this new human standard.

Since all production in any organiza-

Miss Dora Ulrich, New York Traffic, with a service record of thirty-one years.

Consider Your Service Record

By G. A. Richardson, Atlanta

tion such as the Bell System is for the sake of human welfare, there is no reason why the work we are engaged in cannot be called a profession, just the same as doctors and lawyers. The success of the service

requires the practice of an art, and the knowledge of a science, and the Bell System long ago saw that it was well for people to devote their lives to the business, just as they would devote their lives to a profession.

Knowing that the longer you stay in telephone service, the equipped you will be to carry on your work, and realizing the benefits accruing both to the employee and to the business by reason of continuous service, and recognizing the principle that the worker who has been necessary to an industry has a right to support in case his opportunity of earning a livelihood is taken away, the Bell System, over eight years ago, set up a definite plan of benefits depending upon the length of continuous service of employees. The questions of continuous service and the preservation of service records take on a new meaning when considered in this light and they

merit serious consideration by each one of us.

Secure permission from your immediate superior or his superior before making any change in your position. Should you make a change without authority, your service record may be broken and you will lose the benefits. There are cases now on record where employees would have a longer continuous service record to their credit if it were not for the fact that at some time they left the service for a few days or weeks without the proper authority.

This does not mean that by going through certain motions you can come and go as you please, and retain continuous service; it means that if for good cause you find it necessary to absent yourself from your work for a time, or find it necessary to move to another locality, there are ways of protecting your service while you are absent, or while you are moving and getting settled in the new place.

If you are forced to be absent, tell your supervisor about it and ask for a leave of absence. If you are moving elsewhere, ask for a transfer to the Bell System at the new place, and if your supervisor cannot arrange it, ask for a leave of absence while you are making the change, pending the result of your own efforts in finding work in the Bell System or pending the opening up of a position at the new locality.

The Benefit Committee in New York is always on the alert to protect an employee's service record, and spends a great deal of effort on this feature, and anything we employees can do to assist in maintaining our service records will save considerable time, money and inconvenience.

When you went to work for the Bell System, you received a copy of the

Benefit Plan, or you received your copy in January, 1913, when they were first distributed. Probably you did not read it, or read part of it and have mislaid the copy and forgotten what you read. Get a copy now from your supervisor and read it over; read it intelligently and thoughtfully; if parts of it are not clear, ask your supervisor to explain Interest yourself in this Plan; it is one of the vital elements of the business.

I am told that the Company has seen and recognized the need of a condensed outline of this Plan for easy, ready reference and is now preparing one. Watch for the distribution of this and see that you get your copy, and if you lose or mislay it, secure another.

The benefits under this Plan provide for all ordinary emergencies; these benefits, I repeat, are largely contingent upon continuous service and I urge you to give thought to this, so that when the rainy day comes you will receive your share of what foresight and thoughtfulness has provided for you in the Bell System.

> N. Y. Telephone Society's New Officers

The members of The Telephone Society, Inc., New York City, have elected the following officers: President, L. R. Jenney, Long Lines Department; Vice-President, R. B. Robley, New York Company; Treasurer, E. A. Gurnee, New York Company, and Secretary, C. H. Grover, also of the New York Company.

The Society's Executive Committee now consists of the following: J. G. Truesdell, Long Lines Department; O. C. Lyon, A. T. & T. Company; A. E. Kidd and R. B. Munroe, Western Electric Company; G. O. Keutgen, I. G. Lowden, W. F. Schmidt and D. R. Dusenberry, New York Company.

Association Festivities

Philadelphia Banquets in Historic Surroundings

NINETY members of Plant Branch 75, Association of Employees, at Philadelphia, celebrated the 144th anniversary of the adoption of the Stars and Stripes as our national emblem, seated around a banquet table within a stone's throw of the Betsy Ross house and almost next door to Independence Hall. F. A. Stevenson, our director, was the guest of honor and at the close of the dinner which followed the regular business meeting addressed the banquetters on the work of the Association as a whole and that of Branch 75 in particular.

J. C. Lynch, Vice-President of the Bell Company of Pennsylvania made an interesting address and was tendered a rising vote of thanks for his interest in behalf of our association.

The success of the affair emphasized the cooperation among the different departments at Philadelphia, the cordial feeling which unites them and the pleasant relations existing between the Associated Company and our own forces.

"Sy-Rx" Annual Picnic

Eleven automobiles, loaded to capacity with the combined forces of Syracuse-Rochester, left Onondaga Valley, N. Y., at one o'clock Saturday, June 11th, bound for Otisco Lake, where the annual picnic took place.

Wet grounds did not hold up the field events, which included a one-legged race, ball-throwing contest, pole race, three-legged race, peanut race and tug-o'-war. The sports served as excellent appetizers for the hungry merrymakers, and the feed that followed was greatly enjoyed.

Beach Party at West Palm Beach

The Traffic employees of West Palm Beach, Fla., enjoyed their first beach party after a very strenuous winter season. All employees and many friends



Over a hundred members and guests enjoyed the fine dinner given by Philadelphia Plant Branch No. 75.



One of Nashville's happy bathers.



When it comes to hot weather picnic sports this Nashville bunch surely has the right dope.

drove to Gus Bath, where an enchanting moonlit beach greeted them.

Bathing and dancing were the special features of the evening's entertainment. At a late hour a fire was built on the beach, where coffee was made, and refreshments served. Later all joined in around the fire and enjoyed a marshmallow roast over the bed of coals.

A jolly tackey party was also given by the Traffic Employees Association. All guests were attired in comical costumes. The evening was spent in playing of oldfashioned games. Prizes were awarded to Mrs. Painter, a box of old-fashioned stick candy, and to Mr. Dicks, a bandana handkerchief.

Nashville Wields a Mean Spoon

The first out-door function of the Nashville branch of the Employees' Association was held in June at Old Jefferson, about twenty miles from Nashville, Tenn., when the employees of the district office and the testroom with their families came together for an old-fashioned picnic.

About noon the appeal from the inner man—or woman, as the case happened to be—became so insistent that the ladies responded to the vociferous cries of "when do we eat?" by spreading a re-

past that would stop almost any appetite going.

After a needed rest period a rush was made for the undressing rooms and shortly thereafter there emerged from the ladies' quarters an aggregation that made Mack Sennett's outfit look like past history.

After the sun went down a sunburned but happy crowd embarked for home, and all that kept them from singing "The End of a Perfect Day" was a drenching shower that grounded vocal cords, which the equipment men refused to repair. Everyone agreed that the Association is just the medium for getting together.

Joplin, Mo.'s Wee Item

The Traffic Association at Joplin, Mo. owns a new milk pail. When the Day Team beat the Evening Team (what kind of a game, please?), the losers, like good sports, decided to serve beans and lemonade; and lemonade was served in three courses—hence the pail. The courses ran: more, medium and minus. We think the large offices are splendid, we like to visit them, but when it comes to picnics give us the small office, where every girl knows who your feller is—if you have one!

That Chicago Plant Affair

The advance publicity for the Chicago Plant picnic on August 7th is so blamed good that *Long Lines* can't help breaking the office rule about not printing things until they really happen. Just look at this sample.

You may think that you're abreast of current

And that wisdom has her home beneath your lid; But unless you're simply living for the picnic we are giving.

You're a false alarm—You don't know nothing, kid.

You may fancy that your life is full of pleasure When you're happily in love with man or maid; You may find a keen enjoyment in your everyday employment,

But our picnic lays these trifles in the shade.

You may have a bright conception of your future; You may hope some day to shine as Fortune's pet; If our picnic finds you present, all your future will be pleasant,

Otherwise, 'twill be devoted to regret.—H.M.S.

If the outing and the write-up that we hope to receive as quickly as the mails will bring it are anything like this,

both ought to be humdingers.

Troy Stages Dinner-Smoker

H. G. Spohr, District Plant Superintendent, was the guest of honor at a dinner and smoker held by Branch No. 57, Troy, N. Y., in connection with its regular monthly meeting in June. Both dinner and speeches were of the highest quality, and aroused so much enthusiasm that plans for a similar get-together in the near future were started before the meeting broke up.

Atlanta Branch On the Job

Cascade Springs, near Atlanta, was the scene of the annual picnic of Branch 6. Two big trucks car-

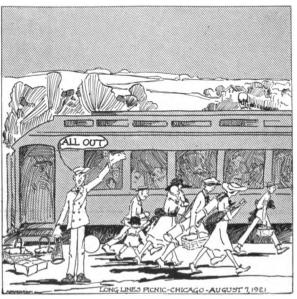
ried the guests to the picnic grounds where dancing, frolicking and athletic events were the main features of the day.

The prize for the "On Your Mark, Get Set, Go" event was carried off by Roy Freeman, and the second and third prizes were awarded to G. E. Harryman and A. H. Guyot.

The 50-yard dash for women was won by Miss Viola Peurifoy, second and third by Misses Magara Waldron and F. S. Wofford. In the potato race, A. E. Johns, R. V. Cates and R. B. Martin were the winners. The three-legged sack race was won by R. B. Martin, O. D. Peet and Miss Peurifoy. R. V. Cates set a new record for telephone men in his winning of the broad jump. A. G. Guyot beat the old record. Miss V. Peurifoy proved to be the best of the feminine contestants in her victory in the standing broad jump.

Philadelphia and Newtown Square Traffic's Outing

Would you like to hear about our picnic? We held it at Highland Park,



Gosh, we hope the Chicago weather man won't pay any attention to the cloudy sky our engraver put on this cartoon.

Vacation Stuff

Half a dozen people have said: "I hope you're going to have a bunch of vacation pictures and write-ups."

All right—it's your magazine! Let's work it this way. Send us either a print from your best vacation film (with the caption on the back), or a tabloid write-up (not more than 200 words) of your most interesting vacation experience. Or both. Get it, or them, to us by September 5th and you'll see the best of the flock in our October issue.

June 18th. We numbered 350. We had as guests, J. L. R. Van Meter, New York, J. C. Leypoldt, New York, M. B. Downing, Bell Company of Pennsylvania.

The field events consisted of the following: Throwing baseball for distance, fifty-yard dash for girls, fifty-yard dash for men, twenty-five yard centipede race, potato race for girls—preliminary, potato race—final, tug-of-war for girls and tug-of-war for men.

A silver cup offered as a permanent annual trophy for the team securing the highest number of points was won by the

Call Circuit Out operators with a total of 28 points.

Following the other athletic sports, two ball games were played, "Operators" vs. "The World," score: 8-13; and "Plant Department vs. "Western Electric," score: 8-5. The first game consisted of girls' teams only. This was some game!

Refreshments were served from 4.30 to 7.30. The place was so invit-

ing and everything so appetizing that we could hardly tear ourselves away.

The evening amusements consisted of dancing, musical numbers and a straw-ride. Publicity had advertised that at 11 P. M. the committees would give all present a "Good-Night Kiss." Needless to tell, we kept the crowd until 11 P. M. and the members of the committee were busy. What kind of kisses? Nice ones, wrapped in bright colored papers.

Baseball in New York

The A. T. & T. Co. (Long Lines and Gen'l. Depts.) baseball team, New York, got a late start this year in the Telephone Society League and came out second best in all three games played thus far, but considering that all the games were with the strongest teams in the league, the results were not discouraging. Newark beat our boys 6-3.

July 9th the boys went out to Olympic Park, Paterson, and showed the effects of a long vacation by getting a poor start. At the end of the sixth the score was 9-0 favor of Paterson, but our boys got to the opposing pitcher in the seventh and ran up a total of five runs before the game was finished, meanwhile holding the Silk City boys scoreless.



Part of the Philly-Newtown Traffic turn-out at the big Highland
Park gathering.

News From Phoneton

THE girls of Branch No. 70, Traffic Employees' Association, Phoneton, had a "Mothers' Party" in the telephone building several weeks ago. An excellent dinner was served at six o'clock and was followed by an inspection trip all over the building, from the noisy testroom on the third floor to a peek into the oil and grease of the deep well pump pit out on the lawn. Judging from the chorus of "Oh's" and "Ah's" heard, as various mysteries of the equipment were courteously explained, the mothers must have been definitely impressed.

*** * ***

Early in June, the girls of the Phoneton Traffic Department had a double shower in honor of Misses Mabel Leopard and Isabel Evans, who will soon leave us, as they have found partners with whom they will soon be associated for the rest of their lives. A picnic supper served on the exchange lawn was enjoyed by everyone and the young brides-to-be were presented with useful gifts of aluminum and pyrex ware and beautiful articles of cut glass and embroidery.

 \diamond \diamond \diamond

Phoneton Plant Branch No. 93 is very proud of its tennis court this year.

The court has been lengthened and a new wing added to the back-stop nets, a trench dug to carry away the surplus rainfall and considerable grading and filling has been done by all members of the Branch who have very generously contributed their time and muscle to the task. The tennis court means a great deal out here where there are no movies, street cars or anything else with which to while away the hours, either during the noon hour or in the evenings, and the Company's co-operation has been greatly appreciated.

Buffalo Traffic-Plant Party

"SOME picnic" was the verdict of all who were fortunate enough to attend the outing given by Buffalo Traffic and Plant Branches on June 25th at Island Park, Gardenville, N. Y. The first performance of a sprightly program was an alleged baseball game between the regular A. T. & T. League Team and the Yannigans, the former winning 19–5. About 150 members of the two branches were present, besides many members of their families and friends.





At the Mothers' Party
The Phoneton, Ohio, operators—and their mothers, bless 'em!

Side Lights

"Cap" Bill Pryor of the Yannigans claims they would have won had they not had to work against a left-handed umpire.

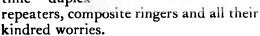
Dora Beckman won the peanut race despite the protest of Edna Thompson, who claimed Dora had gum on her knife to keep the peanuts from falling off.

The combination Plant-Traffic team in the three-legged race, composed of Misses Wands and Beckman, would have been in the money only they started going in opposite directions and finished at the ice cream stand.

Kentucky Kernels Picnic

PRESSING the Company's truck and a few privately owned machines into service twenty some members of the

Louisville Plant department with their wives and families and sweethearts, journeyed to Kennedy's Grove, ten miles from the city, and there proceeded to forget for the duplex



The short time before dinner was spent by the ladies in getting acquainted, and by the men in getting an appetite. Good things to eat? The tables fairly groaned under the weight of them. Soft drinks and ice cream in abundance. No wonder most of the bunch forgot that "safety lies in moderation."

After dinner, Lineman John Cade's heavy sluggers stacked up against "Zinky" Thurman's "Bear Cats."

Clare Pitzer, son of Chief Testboardman Pitzer, twirled for the heavy sluggers and had a shade the best of "Speed King" Mock, who was in the box for the "Bear Cats." When some of the breathless ones called for an armistice after the sixth inning, it was found that the sluggers had six notches on their bats to four for the "Bear Cats." Sore muscles and creaking backs? You tell 'em wagon, you've got a tongue.

Other games and dancing rounded out the day and after supper it was a tired but happy bunch of the Bell family that trucked, Forded and Overlanded back to Louisville.

Kentucky hospitality is not a thing of the past, but is still going strong. This is evidenced by the fact that the District Board, Association of Long Lines Em-

ployees, District 35, having held its last quarterly meeting in Louisville, has decided to hold its next one in Louisville. The board likes the "SV" bunch and also the town and they



Our Louisville, Ky., Plant Folks Picnicking

want to come back. Well, we are glad to have them. We know Louisville is the best place in the district (we might say in the Bell System, but don't like to cover too much territory). We will be glad to give them the keys to the city.

If you want trained equipment men, train them. That's the policy of Chief Equipment Man W. L. Dotson, of the Louisville office. Mr. Dotson has a twohour training session with his men each week. Does it pay? Ask him.

Philly Boys Go Fishing

DID you ever go fishing where the scaly members of the briny deep took the hook so fast that you became tired baiting the hooks and pulling the fish up into the boat? Well, that was just one of the many pleasures enjoyed by the Long Lines Rod and Reel Club of Philadelphia on a two-day trip to Fortescue, N. J.

Never heard of Fortescue? Let us describe it to you. It is located fiftyfive miles south of Philadelphia, two miles from the mainland across the meadows on a sandy beach along the Delaware Bay. The numerous sandbars.

shoals, flats and rock ledges on the Jersey side of the bay are ideal spots for fishing. Power boats and launches are available for hire and are captained by men who have literally grown up on the waters of the bay and know every inch of its area. They know just where to catch 'em. Weakfish, bluefish, croakers and the larger fifty-pound drums are caught

in abundance.

Sixteen members of the club started from Philadelphia one Saturday afternoon in autos owned by some of the gang and arrived at the fishing grounds in time for supper at the Williams Hotel. The annex of the hotel was engaged for the exclusive use of the party until Sunday afternoon. After a hearty supper consisting of choice sea food the

boys amused themselves until bedtime by playing African golf and other mild games such as Red Dog, the bark of which could be heard all over the fishing hamlet.

Daylight Sunday morning the entire party awoke, either by peaceful or forceful methods, and made ready for the day's sport. After breakfast two thirty-five foot hunting cabin power boats started for the fishing banks with

> the party aboard and eager for the thrill of catching the first fish of the season.

After hauling in a total of 219 croakers and weakfish and numerous blowfish and skates the boats were headed for shore and arrived at the hotel pier just



Philadelphia's bold, brave fishermen. Left to right, front row—Koelle, Heiser, Stohner, Lanks, Gibbes and Ward. Back row—Atkinson, Herrman, Plossl, Ward, Wolf, Bryant, Hoffman, Kauffman and McClellan

in time for dinner. "My!" the chef said. "How those fellows did eat."

From a Florida Contractor

"Your Receipted Bill of 10/1 to Hand Why Dident You Make The Seckond item Reed \$14.06 For High Way Robery Your Representative At Palm Beach Told Mee It Would Bee A Bout \$10.∞ So i Went To Work Contracted House And Added \$10. For Wire Work Too Days Later Hee Called Mee Up and Sed It Would Bee A Bout \$15.00 A Bout Three Days Later WHen I Had House To Wires Your Man Turned Up And Sed it was \$23.65 A Total Loss To Mee OF \$13.65 Now Had He Sed \$23.65 First I Could Added it To The Job Or Contract So You Have No Other Way of Chargeing It Up But Saundrys Well that is A Mild Way Of Saying Stolen I am Not Guite Satisfied With Those Words Yet i Shall Go in to This Matter a liytle Further With Other Officials.'

Better Lunches, Lower Cost

BRANCH No. 2, Division Plant Office, New York, has put a crimp in Old Man H. C. L. A few weeks back the Division Plant office moved from 172 Fulton Street to 24 Walker Street, and found a condition in the latter neighborhood which emphasized the need for an economical and cleanly lunch room—in other words, a place suitable for the office worker's lunch.

After eliminating, for various reasons, restaurants and lunch rooms in the immediate neighborhood, a cafeteria was found on Warren Street approximating their needs and which was doing at that time a business less than twenty-five per cent. of capacity. The food was found to be good and the prices reasonable, although the proprietor claimed to be losing money. This was due, no doubt, to the fact that his place was on the second floor and not likely to attract the passing eye. He was ripe for any proposition which meant a substantial increase in business.

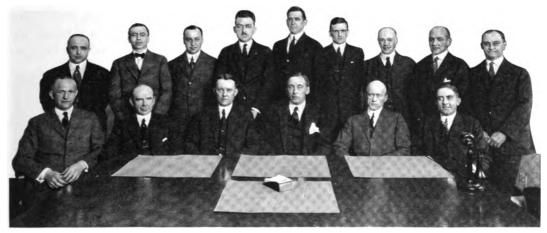
It was finally agreed that he would have printed, for telephone employees only, \$5.00 meal tickets good until used, which could be purchased for \$4.50. While no guarantee was given by Branch No. 2, the cafeteria proprietor visited the Walker Street building, and seeing the possibilities took the slight risk involved in selling tickets.

Branch No. 2 took initially about twenty-five tickets and in a couple of weeks approximately fifty telephone people were eating there, including members of the Commercial, Traffic and Engineering Dept. of 195 Broadway.

VACATION ODE

Little bank roll, ere we part,
Let me press you to my heart.
All the year I've clung to you;
I've been faithful, you've been true.
Little bank roll, in a day
You and I will go away
To a gay and festive spot.
I'll return, but you will not.

-Unknown



"At our last conference of district superintendents," writes Division Plant Superintendent Jenney, New York, "we had this photograph taken. It shows the supervisory people of the division office and the superintendents in charge of the various districts in Division 1."

Seated, left to right—C. Friedlander, New York; J. L. McKay, Philadelphia; H. G. Spohr, New York; L. R. Jenney, New York; H. V. Briesen, New York, and G. Mezger, Pittsburgh. Standing—K. R. Allen, New York; P. M. Hall, Harrisburg; M. W. Ingraham, Buffalo; F. E. Galbraith, New York; C. C. Quimby, Boston; M. O. Schaefer, New York; W. F. Norris, New York; E. R. Albrecht, Baltimore, and B. A. Smith, New York.

COVERING THE FIGHT

Our Folks Help to Tell the World About the Big Battle

FMPSEY and Carpentier fought no harder than the Long Lines Department in meeting the demands upon its service for the Battle of the Century. The press associations required direct Morse wire connections to the arena in Jersey City and certain additional service over their regularly established special contract telephone and Morse systems.

The New York Company played an important part in providing facilities to the arena. A special cable was run to our location under the ring where a temporary jack-board was installed. The loops in this cable were carried through the jack-board and then on to their respective assignments at the ringside. These loops were extended from the arena through the Jersey City Montgomery central office, thence through the North River cable to the Long Lines testroom in the Walker-Lispenard Building, New York, where they were connected to the various patrons' Morse

systems which are leased under special contract from us.

Every precaution was taken against interruption to the loops to the ringside. Three of the old reliables from the New York District Plant Superintendent's office were in the arena to care

A section of the hardworked telegraphers at the historic "Battle of the Century." for the service. Tom Doyle was in charge, assisted by Tom Connell and Ross White.

Close supervision was also required of all the Plant and Traffic offices throughout the Bell System having to do with the maintenance of service, for it was important that there should be no interruption to the telephone and Morse systems over which the story of the fight was chronicled, as far west as San Francisco, south to the Gulf of Mexico and Havana, and north to Canada.

Long Lines scored its own knock-out by the efficient manner in which the Commercial, Plant and Traffic Departments arranged for and maintained the service.

Stock Subscriptions

The results of the first months' subscriptions of Long Lines employees to A. T. & T. Company stock under the conditions of the plan dated May 1,



AUGUST, 1921 ONG [INES

1921, have been reported by Auditor P. W. Saxton, as follows:

Male	Female	Total
Estimated number of employees		
eligible to subscribe 3,633	4,346	7,979
Number of employees subscribing 1,792	1,123	2,915
Number of shares subscribed for 10,050	3,311	13,361
Average number of shares per		
employee 5.61	2.95	4.58

Of the total number of 2,915 employees subscribing during the first month, 1,061 are still paying for stock under the employees' second stock purchase plan, dated December 1, 1919. As a matter of comparison, it is interesting to note that under the second stock purchase plan there were 2,520 subscribers for a total of 11,295 shares, an average of 4.48 shares per subscriber.

The Bell Loud Speaker

At Stevens Commencement

An installation of the Bell loud speaker was made at Castle Point, Hoboken, N. J. for exercises incident to commencement at Stevens Institute. This installation permitted the ceremonies to be held out of doors on the lawn of the historic Stevens Castle for the first time, inasmuch as the noise from the steamship terminals and boats on the Hudson River have made it impossible in the past for outdoor addresses.

Announcements were made during the athletic meet on the field, inviting the alumni to gather on the Castle lawn for refreshments, and as the procession marched up the hill, chimes from a phonograph record were played through the projectors and other music furnished. The loud speaker was used for all of the addresses and the conferring of the degrees. Among the recipients of degrees were Thomas A. Watson, Charles M. Schwab and Rear Admiral Sims.

At Portland Rose Festival

Members of the Long Lines Plant organization from New York assisted



"This wreck on the Rock Island R.R.," writes T. C. Vermillion, District Line Inspector, St. Louis, "broke off our 60-foot pole No. 1985 and put eight wires in trouble for forty minutes."

the Pacific Telephone and Telegraph Company in the installation of the Bell loud speaker at Portland, Ore. for the Annual Rose Festival.

Twenty-two demonstrations were held and several novel features were introduced, among these being the transmission of an entire church service, including the choir and congregational singing, pipe organ music and the sermon. Preceding this service, a half-hour concert of chimes from phonograph records was transmitted by means of projectors in the belfry. The transmission of the chimes music was so perfect that a trustee thought an "expensive set of chimes" had been installed.

During one of the evening demonstrations, children were invited to take part in the performance and in response to the invitation, a number of little girls, whose ages ranged from six to eleven years, sang and recited through the loud speaker to an enthusiastic audience of 50,000 people.



Short Lines About Long Lines

Flashes From Some of the Much Appreciated Letters Commenting on
Our Initial Number

IF succeeding issues bring out anything like the enthusiasm that has greeted the first one, the recent addition of quotation marks to the Long Lines was an event that will have a lasting effect for good.

-J. J. PILLIOD, Engineer, Long Lines

It certainly is one bright and sassy sheet; more power to it.

-P. C. STAPLES, Vice-President, Bell Co. of Pa.

Will you be good enough to enter my subscription, sending future copies to my home address?

—L. N. WHITNEY, General Com'l. Supt., New Eng. Tel. & Tel. Co.

It seems to me that you're out of luck, because you sure will have to step some to keep up with the pace this issue sets.

-L. S. Murphy, Long Lines

Its dignity, impressiveness and general quality are in line with the standard attempted by the Department, and it is conceived on such a high plane as to be an encouragement and an inspiration to all of us.

> —Sydney Hogerton, Div. Plant Supt., Long Lines

I can see right now that it is one of those infant prodigies who win most of the laurels of the family and keep all the older brothers and sisters humping in order to make a showing.

-L. H. KINNARD, President, Bell Co. of Pa.

Your new monthly magazine is so splendidly and artistically gotten up that an inspection of it brings a thrill of admiration to the man who knows the difficulties of getting out a publication of this kind.

—G. T. HARGREAVES,

Editor and Manager, Universal News Service

The contents, quality of paper, workmanship, illustrations, et al., were all in keeping with what we in Canada already knew of the Long Lines Department and of the work of the A. T. & T. Co. as a whole.

-N. M. Lash, Chief Engineer, Bell Co. of Canada

The Division Plant organization is proud of it and I want to tell you that of the innumerable comments I have heard none has been other than complimentary.

-LEE R. JENNEY, Div. Plant Supt., Long Lines

The thing that strikes me the most forcibly is that you have struck a happy combination between dignity and human interest. Long Lines is just right.

—J. G. TRUESDELL, Super. of Special Service, Long Lines

It's a pippin! Long Lines is. There isn't a page in which I wouldn't have liked having a finger.

-K. D. Currie, Havana, Cuba

The initial number of your new magazine is a delightful and breezy copy.

—H. C. Ross, Auditor of Disbursements, C. & P. Tel. Co. AUGUST, 1921 ONG INES

The new baby makes a good impression and no doubt will win a prominent place among the magazines of the Bell System.

-M. H. BUEHLER, Vice-President, C. & P. Tel. Co.

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A manifold function will be performed by Long Lines, among the most important of which will be the cementing of friendship and relationship with the employees of the Bell System as a whole.

-E. M. GLADDEN, General Com'l. Supt., Michigan Tel. Co.

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A glance through its pages has convinced us that the Department has a live wire magazine. Its typography and make-up as well as its excellent subject matter have received very favorable comment.

> -Howard Church, Dist. Traffic Supt., Long Lines

> > ٥

It seems to me that it really measures up to the American Telephone & Telegraph Company.

-J. M. DAIGER, Baltimore

٨

On the whole, I think the Long Lines is entitled to be congratulated upon a very good job.

-N. T. Guernsey, Vice-Pres. & Gen'l. Counsel, A. T. & T. Co.

♦

First issue of *Long Lines* voted "some magazine" by Buffalo bunch. It sure is fine.

-J. V. Ford, Long Lines

•

Long Lines is even better than we expected.

—G. P. Leavitt, Editor, "Northwestern Bell."

٥

Your initial number welcomed "Brickbats and Bouquets." We have no Irish confetti to offer and only send flowers to the dead, but thought you might be interested in what the neighbors have to say about the New Baby. Here are the comments in order:

SIZE: A good departure from the conventional. New Yorkers like it. Easier to read in the subway. NAME: Good selection. Two short and snappy words—long and stretchy meaning. Too bad none of the engineers' contrivances would fit. The nick-name "New Baby" ought to be a compromise, however; it has a howl to it.

PICTURE OF GENERAL ASSEMBLY: As usual, the ladies win.

SPORTS: Just like the daily. One page everybody will read.

MARGARET MARY TO JANE: The kind of letter we like to read, but that moonlight on the water stuff is hard on some of us old bachelors. It is not that we don't like it, but it's—well—er—we can't stand it, that's all.

ASSOCIATION FESTIVITIES: Good as far as they go, but we bet the bunch is having more fun than can go on one page. Somebody else ought to 'fess up on the festivities.

STROKE: As far as we know this is good poetry.

HOWDY, HAVANA: Actually a real write-up on the big event without a pun on prohibition. Congratulations.

NATIONAL HEADQUARTERS: Couldn't improve the story ourselves, but wouldn't it be more typically New York if it had something in it like this:

"In the first basement of the commodious building is a subway station. Among the many people that transfer from train to elevator without the inconvenience of a look at the outside or a breath of the downtown atmosphere, is our photographer. That is the reason he forgot to take a picture of the building itself."

QUESTIONNAIRE FOR TELEPHONE ENGINEERS:

We vote for more of the comedy stuff. Not too much, but just enuff.

GETTING STARTED: After all, the baby's "rattler."

HANDSHAKES FROM CONTEMPORARIES:

Good thing you got them when you did. Maybe W. E. News wins, but our suggestion is to go slow on that "whistle and we will have some fun" business. P. L. T. is fixin' to get the baby spanked.

REST OF IT: Uniformly good.

Crudely yours, SLYB SORC.
(Pseudonymous New Yorker)



Down in Cuba

(Continued from page 13)

of the Inglaterra Hotel. Yes, of course, I did; that's why I'm warning you.

I left Cuba on the morning of May the twentieth, which is Cuba's independence day, and which was also inauguration day this year. The city was at its gayest and beautifully decorated. I could never have chosen a more opportune time for my departure. All Havana in holiday dress and displaying the true holiday

spirit, was out to see us off. While I was part of the attraction and was to blame for several people standing in the sun an hour or more, I must confess that Ex-president Menocal and his family were leaving by the same boat. Many tears were shed and even the sky was sympathetic. I think there were a few tears in my own eyes.

I thoroughly enjoyed every minute of that day as I had enjoyed the whole trip, and the memory of those weeks will always be a happy one. To all the operators everywhere, the Havana girls send greetings.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

F. A. STEVENSON Director

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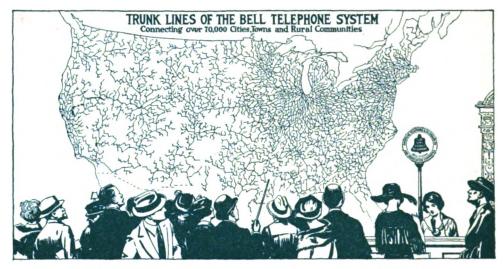
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Population	107,100,000
Square Miles	3,027,000
Number of Post Offices	52,600
Miles of Railway (1916)	250,000
Passengers carried	1.191.000.000

BELL SYSTEM

Telephones owned and affiliated	12,600,000
Miles of wire owned	25,400,000
Number of employees	270,000
Stockholders	150,000
Telephone Messages	,033,000,000

Uniting A Nation

Within reach of the call of your telephone are more other telephones than may be found in all the other countries of the world. This is made possible by the Bell System of telephone communication.

The central administration of the Bell System by the American Telephone and Telegraph Company—

Provides for invention and scientific research.

Provides for the economic manufacture of equipment.

Provides for the standardization of methods.

Plans for future extensions.

Insures financial stability.

It is the complete co-operation between the central administration and the many operating companies that produces nation-wide telephone service.

It would be impossible for unrelated organizations to provide the best service to the greatest number at the lowest rates. Only the united effort which insures continuous development of telephone communication can carry through that controlling purpose of the Bell System.



"BELL SYSTEM"

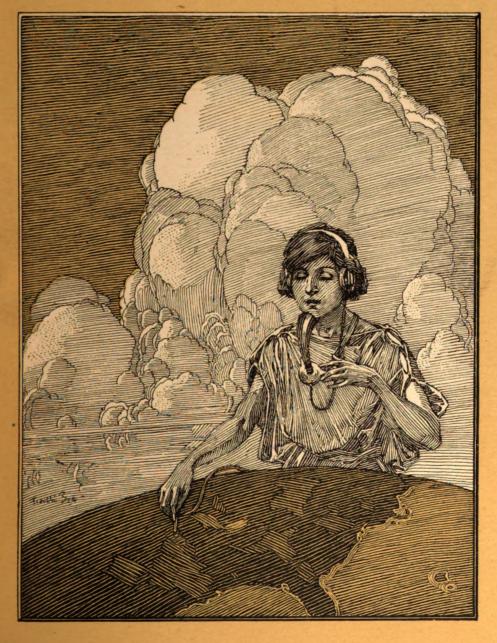
AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

One Policy, One System, Universal Service, and all directed toward Better Service

Digitized by

ONG INES

FOR SEPTEMBER, 1921



SEARCH New York's bulky telephone book and you won't find Franklin Booth, illustrator. Scout through Greenwich Village and you may find someone who'll say, "I think he used to live over there in the southwest corner of the Square; but that was a long time ago." Follow the trail (on a scorching August afternoon) to 57 W. 57th Street and you'll encounter, maybe, the janitor who says that's where he lives all right—when he is in town. "But," he adds, "I guess he's out in Indiana now; town by the name of Carmel, or sump'n like that."

Then, nonchalantly, put it up to Long Distance. She'll get him. And by the time she briskly announces, "We have Mr. Booth for you," you will have your cover idea all worked out. It's about the little girl who works miracles in locating people.

The picture's title, of course, is just one word—"FOUND!"

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO. 3

T. T. COOK, EDITOR

SEPTEMBER, 1921

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON.". . H. B. THAYER

Living Advertisements

NE of the most forceful addresses made at the New London conference of Bell publicity men was that of E. S. Wilson, Vice-President, A. T. & T. Company. Mr. Wilson spoke a whole flock of striking thoughts, but perhaps the sentence that will stick the longest with those who heard him was:

"Every one of us is a sandwich man for the Bell System."

You catch the idea. Mr. Wilson elaborated it by telling the story of a girl in a Chicago bank. This young woman realized that there were innumerable interesting things happening behind the bronze and marble of her institution about which the public had only the haziest notions. So she went to the president of the bank and said: "I have an idea. Why shouldn't we make use of these big windows of ours, putting in them samples of every one of the mechanical devices we use in this bank? Then everybody who passes will have a better idea of how we do things." It was done, and the financial institution gained, of course, a host of new friends.

We don't always have the display windows in which to show how our work is carried on. But we do have thousands of people on our payrolls who are mingling every day with the general public. Every one of us knows something of interest about our business; and the people we meet are not going to be bored by hearing whatever we may have to tell. As a matter of fact, most "outsiders" are hungry to know more about the workings of the great industry of which we are a part. And besides, it's no small honor to be a living advertisement for the Bell System.



The Big Game

With a soldier's sense of duty
And no thought of hero's fame,
The bunch in the big Bell System
Are a team that play the game;
They serve in the sense of sharing
Life's load of work. They grin

'Spite knocks and bumps and scratches
From the game that all are in;
And each one shares the honors,
And all have a leading role,
In the wearing of the laurels
When the team has crossed the goal.

Dedicated by Slyb Sorc to the Association of Employees

BEING HUMAN

By F. R. Elsasser, Attorney, Long Lines

to my nature," said a great philosopher many centuries ago. Like other sayings of the ancients, the phrase contains the kernel of what passes in our own day and generation as newly discovered wisdom.

The modern emphasis in the business world on the "human element"—both as between employer and employee and between business concerns and the general public—what is it but a re-statement, perhaps a re-discovery of the old, old truth that however much we may pride ourselves on developing business systems and organizations, one magic touch of personality will make us forget all these things because it engages our emotional lives? Whereas these other products of our ingenuity are merely the result of cold reason.

And yet we are apt to forget that it is sympathy rather than logic which attracts people and arouses loyalty. Man may pride himself on his intellect, but his actions are nevertheless controlled by the subconscious, major premise of his desires. These considerations are elementary, but they are also fundamental.

How are we to gain the sympathies of our co-workers, our fellow men generally; in other words, how are we to be human? That is our problem.

Let us be frank. There is no sesame which opens the golden gates—no universal panacea. George Bernard Shaw says somewhere: "The golden rule is that there is no rule." And so it is in this instance. But though we cannot define this elusive quality, we can, at

least, indicate some of the things which seem indispensable.

To be human is to be sympathetic, and that calls for imagination, the sovereign gift of all; the ability to put yourself into other people's places, to see with their eyes, to guess, perhaps even to anticipate their hopes and desires. A true leader, in whatever walk of life, senses the needs of his people; and, by wise action, he forestalls protests and complaints. The ordinary man, provided only he has horse sense, will react upon something being called to his attention, but it is the exceptional man, guided by sympathy and imagination, who foresees and acts in anticipation.

Moreover, to be human we must have generosity in one's system. [Shake-speare's "Milk of Human Kindness."] We all dislike narrow, calculating people; the self-conscious kind that never forget themselves. Generosity demands patience, forbearance; to know how to make allowances provided people are all right in essentials; to give to one's fellows the benefit of the doubt, willingness to take a chance on them—that is a rare and difficult accomplishment, demanding unusual gifts of head and heart.

Truly generous people are never petty. They overlook little things. They take a broad view of all situations. In other words, they have a sense of proportion; they can differentiate between what is vital and what is ephemeral.

Generosity looks to the spirit rather than the letter. It is the very antithesis of formalism and red tape. It brings out the best in all people because it appeals to their better natures.

To be human also presupposes sincerity and simplicity. We all can think of people whose efforts to be human are not only pathetic, but positively painful to those with whom they come into contact. Forced effort is always disconcerting; the intention is so transparent, and one has the uncomfortable feeling that natural tendencies of the very opposite character are being suppressed. Nothing is more annoying than posing; much better the rugged uncouthness of the boor.

Therefore, one must avoid condescension, perhaps the worst form of insincerity. It is the fatal poison which destroys all real sympathy. It is fundamentally an insulting attitude, carrying with it, as it does, an exasperating assumption of superiority. Start out with the proposition that we are all engaged in a common enterprise—co-laborers in the vineyard of the

Lord, so to speak—and you will be in no danger of experiencing a feeling of imagined superiority.

Sincerity implies laying one's cards on the table. It is perhaps the most essential requirement for being human: for it begets mutual confidence without which there can be no such thing as co-operation.

There are, of course, other needed qualities. For instance tact, which a Frenchman has called "courtesy of the heart." That is perhaps the rarest of all gifts. It cannot be acquired; it is inborn. It is instinctive consideration for the feelings of others; hence it is the highest form of courtesy and cannot fail to gain people's regard.

And finally, to be human one needs a saving sense of humor. That springs

from sympathy and a certain softheartedness—laughter through tears, as someone once called it. It is the most captivating of traits and those that are blessed with it possess the key to the hearts of their fellowmen. For sadness and mirth are the magic strings of the soul and he who can touch them with a gentle hand is rewarded by a glorious harmony of sympathetic vibrations.

The importance of being human can hardly be over estimated. We are just now particularly interested in it from two angles: in the matter of relations between employers and employees; and in the matter of relations between our big industries and the general public.

A great deal has, of course, been said and written about the former aspect. It is obvious that if a concern treats its employees frankly and generously, an atmosphere will be created which will make for mutual regard and satisfaction. The processes of understanding and accommodation can work miracles if

> wisely directed. For to understand is to forgive, and it is hard to hate anyone whom one really knows, as Charles Lamb justly said some one hundred years ago.

The great difficulty in modern industry has been the size of its organization. That necessarily introduced the impersonal element, and the fatal "cog in the ma-

chine" situation and its well-known results follow.

There are only two ways to meet this situation: one is to abandon large scale production (probably a mere Utopia) and the other is to humanize this gigantic mechanism Wisdom points to the latter alternative. And so it behooves one connected with these big, modern enterprises to contribute his mite—

(Continued on page 37)

TRULY gener-

a broad view. . . .

They have a sense

never petty.

of proportion.

overlook

things.

ous people are

They

little

They take



J. C. Lynch, Vice-President and General Manager of The Bell Telephone Company of Pennsylvania. During the twenty-five years of Bell System service which he has just completed, no one has rubbed shoulders more with Long Lines people.

"IT'S ALL BELL"

THEN we dropped in to pay our respects to Mr. Lynch in Philadelphia the other day, we found him busily engaged in a conference where Long Lines employee interests seemed as much at the forefront as Bell of Pennsylvania employee interests. This prompted us to ask for his impressions of twenty-five years' contact with the Long Lines Department. He said: "You want to remember here in Philadelphia we don't have any Long Lines any more than we have short lines. It's all Bell gang. It's all one tribe. This 'other Company' notion doesn't go here. When you hear somebody around here say 'Ask Mac,' don't get the idea he is referring to some fount of wisdom down on the eleventh floor of this building; he means J. L. McKay, Long Lines District Plant Superintendent. The same way, 'J. P.' means John Pray Wadham, Long Lines Division Traffic Superintendent. Speaking of the latter he could pinch hit for one of our division traffic men any day, or they for him. They all work together, play together. While one specializes on one thing and another on another, they are all out for the same aim and object, and that is to keep on selling this Bell proposition to the Pennsylvania public."

Incidentally, Mr. Lynch did promise that he would in some subsequent issue give us more of a review and talk.

THIRTY-THREE YEARS AGO

Early Days in the Long Lines Department, by J. F. Hathaway, New York Accounting

SHORT time ago telephone communication was made possible with Cuba by the opening of the Havana cable and we were able to talk from Catalina Island, out in the Pacific Ocean, to

Havana. Well, it doesn't seem long ago that extreme points of long distance conversation were Boston-Philadelphia. These two cities were our limit thirtythree years ago, when I came with the Long Lines Department.

An advertising map-folder hanging on my office wall, dated July 1, 1890, shows that Dunkirk, N. Y., was as far west as our lines extended and Washington was, in that year, our southern outpost. Near me hangs another map, dated November, 1917, at the top of which is printed in large letters "Trunk Lines of the Bell System—Connecting over 70,000 Cities, Towns and Rural Communities." Some change in one generation!

I came with the Accounting Department on July 15, 1888, the year of the big blizzard. The storm started on a Sunday night and I did not reach New York from my home in South Orange, N. J., until the following Thursday, when the trains were able to break

through the immense drifts of snow. Our office was on the third floor of 18 Cortlandt Street, in a dark corner, facing on a court, where it was necessary to use electric light at all times. In those days we had an acting auditor,

Mr. Hathaway, before and after his thirty-three years in Long Lines service. The early picure was made by a Broadway photographer in '88.

who was the whole Accounting Department. He was in need of a clerk and had tried out a number of applicants for the position, but they did not seem to be fitted for the job. One of them had been there for a

short time but couldn't do the work satisfactorily and had to leave. He happened to mention the opening and I called to see the acting auditor, who immediately wanted to know how I heard of the vacancy, as he had not done any advertising. (These are not his exact words; his language was more emphatic.)

I did not tell him how I had heard of it, but told him I would like to have a chance and see if I could fill the bill. I was put through quite a number of stunts after which I was informed that I would be given a trial.

He gave me a whole month's vouchers to look over, to get familiar with the voucher system, the preparation of vouchers and the various forms used, etc. While looking over a monthly gang payroll, I noticed that the total had been changed and the amount reduced \$100. I footed it over and found that the amount as originally turned in by the foreman was correct. Upon showing it to the acting auditor, he said he didn't see how it was possible as he had passed it himself and gone over the footings. I finally convinced him that the original amount was correct, and the Company had to forward \$100 to the foreman. He then informed me I would do.

Previous to my coming with the Long Lines Department, I had been in business in New York for about six years. It was the day of the Broadway busses, even before Jake Sharp put through the Broadway trolley steal. It was before the Brooklyn Bridge was opened for traffic. I remember one morning taking a walk on the foot bridge which ran over the tops of the towers from New York to Brooklyn. It was considered quite a stunt to be able to keep your balance, as the pathway was only wide enough for two persons to pass, and it was swaying continually.

Business was done very differently in those days. The telephone was not in common use. Messenger boys delivered your bills and monthly statements or else they were given to a private messenger company for delivery. Many of the business men came downtown wearing their plug hats and cutaway coats. In fact, a good many of the clerks, myself among them, were guilty of this offense quite frequently. It was an uncommon sight to see a woman downtown in the business district, but now—just take a look any noon.

The heavy pole lines which encumbered the city for so many years had nearly all been removed with the exception of perhaps the West Street line, the poles of which I should say were nearly 100 feet tall and carried crossarms loaded with wires, for half the length of the pole. Also a great many of the old house-top fixtures were still in use in 1888 and for some years afterward.

The acting auditor kept the general books and made up the monthly statements for the American Bell Telephone

(Continued on page 37)



Our accounting force in 1893. Left to right—Mr. Hathaway, Wm. Fiedler, the office boy, F. G. Nelson, Frank Powell, M. A. Thomson, Willard Graham and J. E. Meiers.



Some of the New York supervisors and operators, who "handle" Sullivan County

VACATION TALK

Thousands of Wives and Children Up in the Mountains, and When Friend Husband in the City Wants to Talk with Them—Phew! How the Traffic Soars

"YANT to speak with now Mrs. Sadie Blank, up by Dashman's hotel, in Hoileywale."

"What is the exchange, please?"

"Hoileywale—in Sullivan County."

"Spell it, please."

"H-u-r-l-e-y-v-i-l-l-e-Hoileywale."

"Thank you."

A pause.

"Wire's busy. I'll call you."

"Vy can't I get it now?"

"On account of the heavy business."

"I got to vait on account of the heavy blizzard you tell me— and I'm so hot now I'm almost cooked?"

No; this is not the latest Victrola comedy record nor yet a Keith circuit skit. It is merely a sample of everyday conversation between Long Lines operators at 24 Walker Street, New York, and patrons calling up their wives who are spending vacations in one of the popular Catskill summer resorts.

It's hard to say just when the thousands of people of foreign birth or extraction, living on the East Side and in parts of the Bronx and Brooklyn, first started to go to Sullivan County, New York State. Originally the beautiful mountain scenery of the Catskills must have appealed to a pioneer, who brought his family out and spent the summer there. Each season the number of temporary immigrants gradually increased. A threatened epidemic several years ago gave a tremendous jump to the influx. Thousands fled from the crowded tenements of the city to seek safety in the mountain air throughout that summer.

The rapid growth in hot weather population has continued ever since, until now half a million people spend a part or all of the summer in Sullivan County. Almost every country in the eastern part of Europe is represented.

These vacationists are among the most enterprising in the world, and so they have bought up a great deal of the land in the county and have built throughout the countryside numerous hotels and boarding houses.

Great, rambling affairs they are,

SEPTEMBER, 1921 ONC INES

often unpainted, and sheltering an astonishing number of people. Whole families are often housed in a single room; and with these folks a family is usually a real family, as far as numbers go. Crowded? Yes; but contrasted with their living conditions in the city, these quarters seem quite comfortable.

Memorial Day, or the Fourth of July, sees the members of these families pack their belongings and travel the hundred odd miles to Ellenville, Liberty, Hunter or another town located in that part of the Catskills. On arriving at the station, they climb into a 'bus or other

conveyance and are driven out to the hotel where they have engaged quarters weeks ahead.

After the holiday the fathers and grown-up sons return to the city, but spend as many week-ends as possible with their families. Labor Day sees the ebb tide set in, and within a few weeks the hotels are closed, and the horde of pleasure-seekers has entirely disappeared.

How does this annual migration influence the Long Lines Traffic Department's operations?

In the first place, the business to this section alone comprises about fifty per cent of the summer

traffic out of New York City. The rest of the 3,800 calls a day is mostly divided

among the Poconos, Berkshires, Adirondacks, Green and White Mountains and New England and New Jersey coast resorts.

Love of family accounts in part for the enormous volume of traffic. Husbands call up wives daily. Fathers telephone daughters to find out "why they don't write oftener." Prospective patrons inquire about rooms. Agents employed by the hotel proprietors to drum up business report on parties they are sending up over the week-end. Stay-at-homes get in touch with their more fortunate friends to ask how they are enjoying their holidays—this being the next best thing to taking a vacation themselves.

Some peculiar problems in operating must be contended with. Many of the patrons encounter difficulty in speaking and understanding English over the telephone, as the sample conversation

at the beginning of the article testifies.

A few days ago a patron put in a call that was delayed. Growing impatient, he demanded to speak to the manager.

"Manager's office," answered a feminine voice.

"Vot's dat?"

"Manager's office."

"Say listen—I don't vant no manager's daughter. Put your papa on de vire."

Still more mixed up are the attempts resulting from the combination of an Indian name, spelled in English and pronounced by a tongue accustomed to a Central European language. Most of the Long Lines operators have good imaginations, however, and when a call comes in for "Commission Lake," they

are able to interpret it into "Kiamisha Lake" and put it through accordingly.

All in all, the vacation season brings no holiday time to the operators at Walker Street. Unlimited quantities of tact, perseverance, imagination, energy and, above all, patience, are required to put the job across. They are being furnished in adequate quantities, too, for they are characteristics for which Bell System people are noted.



Miss Mamie Devlin, New York Traffic, whose friends in the Walker-Lispenard Building gave her a party celebrating the completion of thirtytwo years of service.



Gordon Lake, Wis., where the heroes of our story found a few thrills quite outside the telephone game.

MUSKALONGE

Long Lines holds no special brief for fishermen, but when H. M. Fales, Dist. Plant Supt., Minneapolis, tells a story as interesting as the following, we've just got to print it

In the fresh water fisherman's vocabulary there is no other word that causes such a thrill as Muskalonge. Having once caught one of these animated torpedoes, one is fairly content to fish day after day without a strike, encouraged by memories and hopes. In fact, that is exactly what one usually must do. Then some lucky day—!

We arrived at Gordon Lake about 4 p. m., just as a violent thunder storm burst. When the rain had ceased and the rumbling had grown more distant, there was still an hour at our disposal. So we pushed off from shore, Fred Biebel (chief testboard man, Tomah, Wis.) in the bow; Ed Horgan (section lineman, Marshfield, Wis.) at the oars, and I in the stern.

For a hundred yards we cast along the rushes and shore. Then in a little bay, as my lure struck the water there was a flash of green as a musky darted three times his length out of water. As he was only a two or three pounder he was soon alongside and, being less than the legal ten pounds, was given his freedom.

A few casts more and there was a real splash. Simultaneously a yell from Fred as an eighteen pounder grabbed his lure and rushed for the deep. A powerful, tugging run and up he came, full length out of the water, mouth open and shaking his head like a bull. Our hearts stood still. Away again, head down, dark bronze back showing and broad tail waving. Toward the middle of the lake we followed, where his furious rushes were repeated time after time. Ed kept pulling the boat in wide circles. Finally Fred brought the musky nearer.

How to land him? For a large musky the popular method is to shoot him and lift him in with a gaff. But we had neither gun nor gaff—not even a club. To haul him in with the old bass line Fred was using was out of the question.

The fight had been on fast and furious for a half hour when it was agreed there was nothing to do but to try beaching the musky. There was an opening a rod or two wide through the rushes and a sloping sandy beach where we had put off from shore. We fought our way near the opening, held our breath, and made a dash. Fred stood in the bow with his four-ounce rod bending back in a half circle above his head while behind floundered the captive. Our bow grounded, Fred jumped for the shore and rushed up the bank. A tense moment; the oar was in the musky's path. In the nick of time I wrenched it

from the oarlock and thrust it from the boat. As the musky touched shore the line broke and back he flopped. But Fred was upon him and with a few well-directed kicks had him high and dry.

In spite of our eagerness to fish we enjoyed the good supper that Mrs. Gordon had prepared, and were again on the lake within the hour. The highway swings along the east shore of the lake and crosses an iron

bridge (Tomah-Ashland line, poles 8462-8463). Here a narrow outlet flows from a small upper lake, under an iron bridge and into Gordon Lake. Al Johnson called to us from the bridge, "There's a big one right out there." Ed brought us near and we each cast into the open-

ing without result. Then a great expanse of bronze green burst from the water. Fred's bassorino disappeared. "Twice as big as the other," he yelled.

The first rush took the musky under the boat but, sitting in the stern, I managed to swing the line free and the fight was on. Away he went and we after him. Then a few rushing dives and suddenly—full length out of the water! A four-foot rainbow of bronze, green and silver flashing over the deep blue water. He repeated this two or three times and then went deep and sulked.

Not dreaming of such luck in the few moments at our disposal we were again without gun, gaff or club, and with the old line—it scarcely would hold ten

pounds dead weight—there seemed nothing to do but to keep rowing in circles and wait for something to happen. Fred kept playing the musky perfectly, enjoying every thrill to the utmost. A half hour passed and that musky's head couldn't be brought to the top except when he chose to stick it way out and throw a scare into

"I'm tired, if he isn't," said Ed.
"These oars are lead." So I took

my turn at the long, heavy maple sweeps and rowed, and rowed, and rowed. The sun went down. Again the question, how to land the fish. He wasn't tired enough to beach like the other. Every moment of increasing darkness lessened our chances. Stun him with an oar?

(Continued on page 25)



Fred Biebel, of Tomah, Wis., with his two latest thrillers. Ed Horgan, of Marshfield, Wis., at the right.

MOVING

Cross-section of a Young Feller's Feelings on Transplanting a Small but Lusty Family

All upset. Moved into new house today. Furniture movers got there first. Put first floor stuff upstairs, upstairs stuff in basement. Then beat it. Who said labor getting more efficient?

Busy day at office. Interrupted every time started anything. Brought work home. No chance. Spent half night trying beds and tables, etc., in different places.



Sunday. Meals on card table. Putting in hooks and hanging pictures all day, mostly too high or low. House looks like 3rd act 10 nights in barroom. No golf. Can't even find clubs.

Baggage man at station explained how our town got name. Says came from fact

it ain't got no forest or no hills. Not bad.



Two pictures fell off wall today. Wife says not put up right. Explained it was walls, not workmanship. Hot water heater won't heat. Spigots leak. Shower goes f't, f't, f't. Called both plumbers. One said maybe latter part next week.

Hotter every day. Bought monthly R. R. ticket and had first run for 8:20. Arrived office all steamed up. Must send Briggs idea how to start day wrong.



Brought page proofs home to correct. Showed wife. Said, "If that's all, why not cut grass too before dinner and trim hedge afterward?" Evidently thinks fellow combination editor and tractor.



Work piling up. How can man move and run job same time? Can't.

Neighbor says Upton Sinclair calls our town fairy-like suburb in Main Street. Must read the darned book soon as house fixed up. Maybe Sinclair left before mosquitoes broke loose.

Trying to find garage for flivver. Only prospect wants more per month than hunkatin is worth.



Found man named Tony. Says rock bottom to mow lawn \$2.50; to give hedge haircut, \$3.50. Can't afford but will cut down on lunches.

Wife called office and left word to bring large steak and about cartload peas. Unexpected company. All wrong. Fellows on 5:25 will think henpecked.

Baggage man at station good sort, but discouraging. Said this a. m., "Know why so many men here are round shouldered?" I said no, but maybe led sedentary lives. He said, "Seventary nothink. Get that way carryin' mortgages." Perhaps better drop baggage man. Such a thing as getting too personal.



Another neighbor called. Showed all over house and explained plumber coming any day to fix spigots and things. "Any day is right," he said. "Better tackle yourself." Had happy thought. Gave

him last drop Md. rye in medicine chest. Fixed spigots, heater and almost got f't, f't out of shower.

Two more neighbors dropped in. Sorry. Not a drop left.

Hotter and hotter. Starched collars sticky. Soft collars choke. Lower Broadway cool as steam-room Turkish bath. Subway smells like something fried in Coty's.

No more neighbors. Looks like get good, honest bootlegger or lose standing in community.

Took family to inn for dinner. Meal not bad, but hope credit is good till pay-day. Inn advertises Sinclair calls it only hotel he ever hated to leave. Probably disliked leaving last cent behind. Same here.



Saturday a. m. All set for 1st golf of season when wife telephoned. All upset. Tried to use electric iron. Exploded. Hell's bells. Suppose must call off game and spend afternoon chasing all over Manhattan for fuses. Who ever heard of using iron on Saturday anyway?

Youngster tried Carpentier stuff on neighborhood Dempsey today. Came home with blackened left lamp. Says neighbor's kid called him "Shorty."

Found colored girl to help fix up house. Got to forget house and get on job or no magazine. Man's place to work, woman's to make home. Thank goodness!



Fishing boats at Key West, Fla.

FARTHEST SOUTH

Some interesting facts about Key West by H. C. Morris, Chief Testboard Man

Office Department and ticket agents, the city in which I live is designated, "Key West, Fla." However, there is not much Florida here. This city being governed by Florida can therefore be called the southernmost city in the United States. It is located on the island of Key West, the last of the Florida Keys, which lies about 100 miles from the Florida mainland, 90 miles northeast of Havana, Cuba, and about 1000 miles from Atlantic entrance to the Panama Canal.

The climate is very mild throughout the year; the temperature ranges from about 90 degrees in midsummer to 51 degrees in midwinter. The local weather bureau has no record of frost ever having visited the city.

The island is practically one solid coral rock, about three miles long and one mile wide, and in some places is covered with a thin layer of soil.

Tropical fruits, flowers and shrubbery are to be found in abundance on this and other nearby keys. The principal fruits are sapodillas, mangoes, sugar apples, limes, date palms, cocoanut palms and figs.

The transportation facilities consist of the Florida East Coast Railroad, the Mallory Steamship Line and the Peninsular and Occidental Steamship Line. The latter operates car ferries between Key West and Havana and passenger boats between Port Tampa and Havana. The Mallory freight and passenger boats ply between New York and Galveston, Texas. The passenger ships of both lines touch at Key West. The Florida East Coast Railroad extends from this city to Jacksonville, Fla., and handles a large amount of freight and passenger traffic between the United States and Cuba.

The principal industries are cigar manufacturing, fishing, sponging (on tourists) and fruit raising on the adjacent keys. The manufacture of cigars is carried on quite extensively and is the leading industry. There are numerous cigar factories located here. Some of the largest are the Cortez, E. H. Gato, Ruy Lopez and Mi Favorita. The cigar industry also supports quite a large box factory, which is engaged exclusively in the manufacture of cigar boxes.

Fishing is the second industry of importance, and at some seasons of the year the daily catch totals thousands of pounds of very choice fish, which find a ready market in the northern cities. The conditions are ideal for those who wish to fish, either for commercial purposes or as a sport.

Some of the fish which abound in these waters are Spanish mackerel, kingfish, jewfish, yellowtails, angelfish, grunts, snapper and gruper. In addition to the edible fish just named, there are also many different kinds of sharks, which range in size from two to ten feet, and these fellows furnish any amount of excitement for the sportsman.

Sponge fishing is also included in this industry. The variety used for commercial purposes is known as the wool sponge, and in these warm

waters takes only a year to reach a size large enough to be marketed.

The United States Government maintains a naval station and army barracks here, which provide employment for a large number of men. The Naval Department operates a sending and a receiving wireless station, which is of sufficient magnitude to communicate with Arlington or the Canal Zone.

The navy also has a large submarine base under construction, which will probably be completed within the next year. The entrance to the harbor is fortified by a number of large guns located within Fort Taylor, which occupies a very strategic position.

Key West has fairly good schools, churches and streets. It is a healthful place. The buildings in general are poor; the greater number are wooden shacks. However, this condition is being slowly improved. The city has no waterworks or sewerage system except salt water mains which provide water for fire protection.

Drinking water is obtained from cisterns; and at some seasons of the year it becomes very scarce because of the lack of rain.

In addition to some of the other disadvantages, we are visited periodically by a tropical hurricane which, to say the least, tends to impair a telephone man's nervous system. This place was discovered by our Company in 1916, and during the last year—chiefly by reason of the Cuban cable project—has been the center of considerable attention.

Sing a song of West and South, and also East and North;

They'll all be re-united when the Pioneers hold forth.



Sorting sponges at a Key West dock.

Forget the Electrical Toy

President B. E. Sunny, of the Illinois Bell Telephone Company, is said to have told the following story to a correspondent of the Boston News Bureau. Told it "gustfully," according to the writer.

Colonel Stewart, former Postmaster at Chicago, bought the telephone rights for that city from Theodore N. Vail for \$25,000 four decades ago, and approached Salmon P. Chase for an additional loan of \$25,000 to get the thing going.

Chase glanced pathetically at Stewart and told him to forget the new toy. Stewart thereupon called on the late John R. Walsh, who was the most daring banker there, and received another cold douche. Walsh brusquely

declared that the telephone was commercially impractical, however scientifically fascinating. Not wanting to compromise further his reputation for sanity, Stewart said nothing to his other friends but went back to Mr. Vail and told him that Chicago was impossible. Mr. Vail smiled and handed back the \$25,000.

In the light of things that have come to pass the happening ranks high in the class of missed opportunities. Mr. Sunny's Company now has 585,000 instruments in service in the midwestern metropolis, and although the present average number of telephones per hundred of population exceeds that of any other large city, he says that in a telephonic sense the community has just begun to grow.

The Kid in the Garage

I STOOD by while he worked on removing the valve. Meanwhile he discoursed on the manufacturer's mistakes. The manufacturer made the valves too heavy; other parts were too large; the valves were not located in the proper place. I did not learn where they should have been located. He tried various tools and ways to remove the valve, dividing his time in experimenting on different methods, all the while upbraiding the designer of the motor.

I was silent, not knowing anything about valves. I did think, however, that there must be some simple way of getting them out. But I was too timid to say what I thought and expose my ignorance in the presence of one who knew so much. I was still wondering how it happened that this mechanical genius who knew enough to make a better motor than the one he was work-

ing on was employed here in this outof-the-way shop as mechanic's helper, when the foreman happened along and offered a suggestion which proved that there really was a simple way of overcoming the reluctance of this obstinate valve to leave its seat.

Just then the five o'clock whistle blew; and while the boss took over the job the victim of economic injustice dropped his tools, lighted a cigarette, and hurried to his boarding house.

Here, of course, we lose track of him; but our imagination can picture his course for the balance of the day. Had we followed, I have no doubt at the supper table we would have heard him declaim about the gross ignorance of motor manufacturers, and after supper call up Sally and make a date for the movies. Thus completing another perfect day.



The publicity and editorial crew of the Bell System, in conference recently at New London, Conn.

Publicity Men in Conference

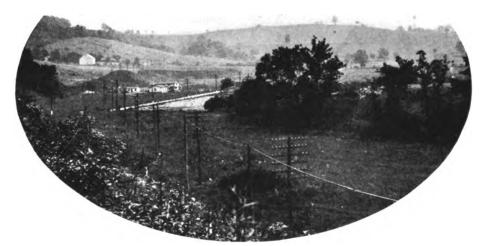
HE men who handle the publicity and editorial work of the Bell System throughout the country are talking about the splendid conference recently held for their benefit at New London, Conn.

The outstanding feature of the sessions was the presence of numerous Bell executives who made the trip to New London and discussed with those in attendance the problems of the System at this time. Among the officials of the A. T. & T. Co. who spoke were: H. B. Thayer, W. S. Gifford, Bancroft Gherardi, C. I. Barnard, J. D. Ellsworth, W. P. Banning, J. J. Carty, E. S. Wilson, F. A. Stevenson, Long Lines; E. K. Hall and N. T. Guernsey.

The conferees who happened to be around when the photographer made the accompanying picture are as follows: From left to right—Standing: J. L. Spellman, Pub. Mgr., Chicago; H. J. Conway, So. New England Co.; P. K. Richardson, N. Y. C.; B. C. Carroll, General Agent, Pacific Co.; Mr. Cameron, Bell of Canada; T. J. Feeney, Asst. to President,

New England Co.; J. D. Ellsworth, Pub. Mgr., A. T. & T. Co., N. Y. C.; W. P. Banning, N. Y. C; H. V. Bicknell, New England Co.; P. L. Thomson, Adv. Mgr., Western Electric Co., N. Y. C.; C. E. Fortier, Adv. Mgr., Bell of Canada; Evelyn Harris, Pub. Agent, Southern Bell Co.; E. R. Austin, Editor, Southern Tel. News; C. J. Lord, Northwestern Bell Co.; F. E. Cox, Editor, New England Co.; J. F. Greenawalt, Pub. Mgr., Mountain States Co.; R. T. Barrett, N. Y. C.; Frank O'Bleness, Adv. Mgr., Ohio Bell Co.; R. M. Russell, Southwestern Bell Co.; C. W. Hungerford, Pub. Mgr., Michigan Co.; P. C. Staples, Vice-President, Bell of Pennsylvania; A. B. Stearns, Editor, N. Y. Co.; W. K. Holland, N. Y. C.; R. W. King, N. Y. C. Seated: W. G. Barry, General Commercial Supt., Ohio Bell Co.; Leonard Ormerod, Mgr. Inf. Dept., Bell of Pennsylvania; J. E. Southerton, Adv. Agent, Southern New England Co.; F. C. Builta, Pub. Mgr., Northwestern Bell Co.; T. T. Cook, Editor, Long Lines, N. Y. C .; A. W. Leach, Indiana Bell. Co.; A. T. Irwin, Editor, Illinois Bell Co.

Every company in the Bell System will be represented at the Pioneers' Convention in St. Louis. Will you be there?



The cable traversing a valley west of Ligonier, Pa.

OUR LONGEST CABLE

Outside construction phases of the Harrisburg-Pittsburgh Cable By F. E. Galbraith, Division Supt. of Cable Construction, New York

AVE you ever travelled from Harrisburg to Pittsburgh on the Pennsylvania Railroad—that wonderful ride over the mountains and around the Horseshoe Curve? Have you ever driven west to Pittsburgh over the Lincoln Highway, crossing that impressive range of mountains, including the Tuscarora, the Blue, the Seidling Hill and the Alleghanies? Probably nowhere in America are there scenic beauties to surpass those to be encountered on either of these trips. But—

How would you like to be called upon to construct a pole line and a cable across these mountains and do it within a specified time and for a specified sum? That is just what Division One Plant is doing, and not making much fuss about it, either. Here is what the job involves: The distance, by the route selected, is 192 miles. The cable is aerial, except where it passes through towns, so that it was necessary to erect over 170 miles of new pole line and buy or build twenty miles of underground conduit. In addition, 152 aerial loading fixtures had to be provided, at each of which two loading pots will be placed initially, with an ultimate of five or six.

In addition to the pole line and cable, space was required at each of three approximately equi-distant points for the repeaters and the associated apparatus, without which many modern telephone and telegraph achievements would be impossible. At Shippensburg, Bedford and Ligonier, repeater stations have been erected. These are handsome and substantial brick buildings. They are

designed to house the equipment, apparatus, power plant, testboards, etc., that go to make up a modern repeater station and may be readily enlarged at some future date when the growth of the service requires.

The cable is "full sized," that is, the outside diameter is 25% inches, which is as large as telephone cables are made.

The make-up is as follows:

Harrisburg to Ligonier

16 quads No. 16 A. W. gauge conductors 125 quads No. 19 A. W. gauge conductors

Ligonier to Pittsburgh

19 quads No. 16 A. W. gauge conductors 120 quads No. 19 A. W. gauge conductors

Contrast that with the original duplex cables, installed about ten years ago, which were also full sized, but which contained in one instance only twenty-five quads of ten and thirteen gauge conductors and twenty - four non-quadded thirteen and sixteen pairs.

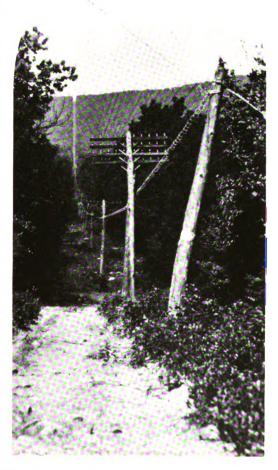
The work of splicing this cable is greatly complicated by the presence of certain groups of conductors which are arranged for "four-wire" operation, necessitating the most careful work on the part of the splicers. There are five separate groups of wires which must be kept separate at every splice. Each group is identified by having each quad therein wrapped with strings of different colors, such as red, red-orange, green-orange.

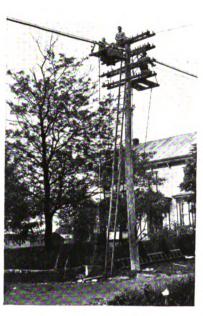
This is but one of the many refinements embodied in the cable, the failure to observe any of which would lessen the effectiveness of this important and expensive piece of plant. It must be borne in mind that any defects in a cable

> Where the cable makes a bee line over one of Pennsylvania's rugged mountains.

of this type are much more serious than would be the case in a shorter cable. For instance, a small amount of cross talk in this cable would be so magnified by the repeaters that the circuit would be unfit for commercial operation. But, on the other hand, when properly installed, as the Division One people modestly admit this one will be, a cable of this order can transmit simultaneously at least 500 messages, including both telephone and telegraph, with perfect privacy assured to each patron.

The loading pots now being installed will load a total of sixty quads of







Preparing a "balloon" splice to be set in at a loading point.

Left—Making one of the many test splices along the line.

S STEIN S STEIN

Above—Paying off cable from reel near Bedford.

Bolew—Pulling in on Market Street bridge, Harrisburg.



Photographic (Harrisburg-Pi

Below—Setting a pole halfway up a steep hillside.





Tank type tractors with trailers and reels of cable breaking a path up Wills Mountain.

Glimpses of the tsburgh Cable

Below—Pulling cable into rings in a mountainous section.



point near Everett, Pa.



Above-Hauling poles with truck and trailer.

Below-Unloading reels from narrow gauge cars.



conductors, twenty-four in one pot and thirty-six in the other. A quad consists of two pairs of wires twisted together. The phantom circuit associated with each quad is loaded as well as the two physical circuits. The loading is on a "heavy" basis, the loading points being 6,000 feet apart. Open wire loading points are spaced every eight miles.

This is the longest cable installation ever undertaken in this country, and it is the most difficult. The selection of the route was in itself a tremendous undertaking on account of the large number of factors which had to be taken into consideration. All possible routes were carefully surveyed and their respective advantages and disadvantages weighed. One route followed main highways, but was too long; another was shorter, but involved a lot of hazards,

were carefully surveyed and the tive advantages and disaweighed. One route followinghways, but was too long; a shorter, but involved a lot delectrical and otherwise; a third was desirable except that railroad facilities were so meagre and the topography so unfavorable, and it was felt that to

follow this route would

result in uneconomical

straight line connecting the two terminals, and experience has shown the wisdom of this choice.

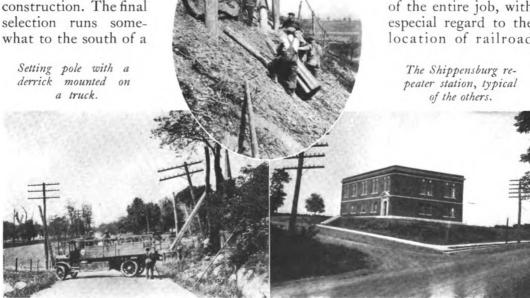
Desirable as it may be, by comparison with the others, it had many features to cause a lot of wiseacres to shake their heads and say: "It can't be done!"

But it can be done—it has been done, for by the time this is published the cable will be ready for service, or practically so. At least, the heart-breaking, back-wrenching heavy work will be a thing of the past—successfully accomplished.

Incidentally, this cable follows closely the route of the old Philadelphia-Chicago Line, an open wire line built some twenty years ago, thus justifying the judgment of those who selected that original route.

Undoubtedly, the biggest problem was that of transportation, particularly of the

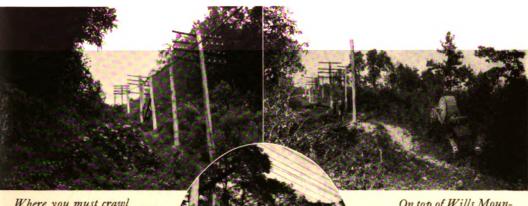
heavy materials, such as poles, reels of cable and loading coil cases. There was also the question of getting this material on the ground with a minimum of hauling, which involved a careful study of the entire job, with especial regard to the location of railroad



Dragging loading pot

up a hillside to its

fixture.



Preparing to make a loading splice.

Where you must crawl up the Alleghanies on all fours, to follow the line.

stations or sidings and the condition of the various roads from these points to the line. As a result it was possible to order material in such a manner that the shipment to each point could be most efficiently hauled from there to the section where it was to be

used. Consideration was of course given to the matter of reducing as far as possible up-hill hauls with loaded trucks.

The route of the cable is through Fulton County, which has the doubtful honor of being the only Pennsylvania county in which there is no railroad. There is however a narrow gauge log road, which was utilized to good advantage. This lack of shipping facilities made necessary some long hauls—in one case the distance from the railroad to the line and along the line to the limit of that particular shipment was nineteen miles.

Distribution of material was made, as far as possible, with motor trucks, a huge fleet being available for this purpose. Wherever possible, the trucks delivered the material direct to the spot where it was to be used. Where condi-

On top of Wills Mountain; tractor spotting a reel of cable preparatory to pulling in.

tions made this impossible, "parks" were established and a quantity of material deposited there, to be further distributed by other means. Poles were distributed at the stakes by means of teams, by means of block and tackle attached to trees and by

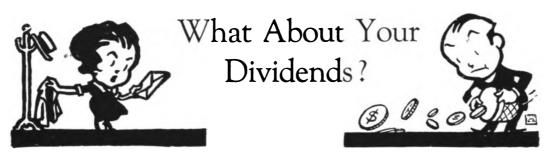
means of the winch rope on the motor trucks.

Reels of cable presented a serious problem. They weigh about 4,900 pounds each and are extremely difficult to handle. The same is true of the loading pots, which weigh 2,200 pounds or more. Both cable and pots are readily damaged and require extremely careful handling. Two five-ton tank type tractors were provided for the distribution of this class of material and proved indispensable for that purpose, as well as for assisting trucks.

Come on, ol' timer! Start planning for that St. Louis Convention right now. 'Tain't long till October 24th.

By means of trailers or stone boats, the material was hauled by the tractors from the storage points to its location in

(Continued on page 36)



H. E. Beaudouin, of Hartford, Advises Insurance and if Any Others Have Ideas on the Subject We'd Be Glad to Hear from Them

HO has not seen the cartoons drawn by Briggs entitled, "How to Start the Day Wrong?"

Haven't you ever jumped out of bed in the morning feeling like a two-year old and then, just as you started to the office, run into an insurance agent?

He looks you over with an air of deep concern. Asks whether you are doing anything to improve your health and how much insurance you are carrying. When you inform him as to the amount he appears horrified and gently chides you for being so careless. You slouch off down the street wondering whether you shouldn't invest a little of your spare change in a nice family plot in some well populated cemetery.

Arriving at the office, just when you are absolutely down in the dumps, you discover on your desk a copy of Long Lines. Nice magazine. You take a look. Here's an article entitled "Stock Subscriptions." That's a cheerful thought. Sort of forgot you owned a little block of that stock, didn't you? Collar fits better already.

A great many of us own a number of shares of A. T. & T. Company stock which is now earning a nine per cent dividend for us. Whenever we receive a dividend check we congratulate ourselves upon the fact that we have made a good investment. The point we are

liable to overlook, however, is the fact that the best way to keep our bank roll healthy is to keep it working. What do we do with this dividend check? Usually we find that we need a new suit or the flivver needs a new tire or friend wife needs a new hat, and so we go on through a long list of things we can buy with that check. How many of us ever think of re-investing that dividend in a manner that will insure us a measure of independence after we have gotten along in years a bit? Suppose you own ten shares of stock, paying you a dividend of ninety dollars a year. Let's see what that ninety dollars a year will do for you if invested in a safe, legitimate investment.

I have before me a bulletin issued by a large insurance company. According to this bulletin it is possible for a forty-five year-old person in good health to secure a two thousand dollar, twenty year endowment policy for approximately ninety dollars a year. In this policy are included all the best features to be found in most modern insurance policies. By investing ninety dollars a year in this way you are guaranteeing yourself an estate of two thousand dollars plus the market value of the stock.

This is one investment where you win whether you live or die. While you are building up an estate for yourself and family, you are assured of the fact that in the event of death your family is reasonably well provided for. As most Long Lines employees enjoy good health it is extremely likely that the great majority of them would live to reap the benefits to be derived by following this plan.

It is undoubtedly true that two or three thousand dollars is not a sufficient amount to keep the wolf away from the door, but it is likewise true that it most certainly will have a tendency to keep him from howling.

The method mentioned can be applied regardless of how many shares of stock you may own. The more you invest, the larger your estate will be at the end of twenty years. The writer will admit that twenty years is a long time to apply to any system of saving, but simply ask yourself this question: "If I don't get down to brass tacks right now, what guarantee have I that I will be any better off in twenty years than I am at present?"

There are many schemes for getting rich quickly. Ponzi had one of them. Look at him now.

The chances you take in following the above plan are reduced to a

Diviminimum. dend rates are always subject to change, but when vou look back over the dividend record of our Company you must admit that the performance has been verv consistent. We know what the policies of Company are; we know what the possibilities of future growth are. We are as sure as any person can

reasonably be that our money is well invested and will continue to provide us for years to come with a return on our investment.

Guess that insurance fellow isn't such a bad sort after all. We'll look him up this afternoon.

Muskalonge

(Continued from page II)

More likely knock him loose; besides, that 'simply isn't done.' On the shore was Mr. Gordon with a gaff, but no boat.

"Ten to one he gets away."
"I'll take you!" retorted Fred.

After more than an hour, out of the darkness came a boat with two bathing suit girls. "What are you doing out here this time of night?" from one of the girls.

"Got a fish so big I can't land him. Won't you please go ashore and get the gaff from Mr.

Gordon."

"Oh, you can't fool us. We're from the city too."

"Won't you please get the gaff? PLEASE?"
"Show us the fish." Just then Mr. Musky took matters into his own hands (fins, says Ed) with a run and a flop near their boat.

with a run and a flop near their boat.
"All right, we will" Away went the girls and returned in a few minutes with the gaff.

It was no easy task in the dusk to get the gaff from them without letting Mr. Musky get foul of their boat or ours, but Fred managed it and at last the gaff was in my hand. More maneu-

vering to bring him alongside and where I could dimly see him. A lunge, a clean miss and off he dashed with yard after yard of line. Another struggle for position and he swam into a lighter patch of water; a second lunge and the gaff sank into solid flesh just back of his head. How he thrashed! A moment's quiet and tipping the gunwale to meet him we slid him in-twentyeight pounds of musky.

Within thirty days of Biebel's catch Wisconsin made it illegal to catch more than one muskalonge in one day.

O-p-e-r-a-t-o-r

I welcome every Opportunity for service. I Persevere in my attempts to give satisfaction.

I am Eager to assume my share of responsibility.

I am Reliable and can be depended upon in times of emergency.

I am Ambitious to win and maintain goodwill on behalf of my company.

I am Trustworthy and do not blind myself to duty.

I am Observant of means to further the interests of the public.

I am Rewarded by the knowledge that I have given my best to my job.

Who am I?

I am the OPERATOR!

F. W. LEYPOLDT, New York Traffic

Pioneers to Convene in St. Louis

The 1921 meeting of the Telephone Pioneers of America will be held in St. Louis on October 24th and 25th. The society was organized in 1911, so this will be the 10th anniversary celebration. Actually, however, it will be the 8th convention, since meetings were not held in 1917, 1918 and 1919.

A large attendance is expected to enjoy the hospitality of the Southwestern Bell Telephone Company. Pioneers from the Mississippi Valley states are planning to attend in large numbers; many from the East will go to St. Louis on a special train, and representatives are expected from all the companies in the Bell System.

Among the features of the two-day program will be an out-door demonstration of the Bell loud speaker, conducted by Col. John J. Carty, Vice-President of the American Telephone and Telegraph Company, in charge of develop-

ment and research. President H. B. Thayer will address the convention at the opening session, and there will be informal talks by other pioneers. The question of arranging for local or state chapters will be one of the business matters to be discussed. The meeting will end with a banquet.

Right of Possession

One of our subscriber's full talking circuits in New Jersey went in trouble during an electrical storm, due to the carbons in a cable box becoming grounded. The lineman in attempting to clear the grounded carbons found that a swarm of bees had taken possession of the box and in a most unmistakable manner showed their resentment at being disturbed. It took nearly all day to persuade the bees that our man had a right to enter the box.

Fight Fixers

The trio of New York service maintenance men shown on this page planned and arranged for the installation of the special loops and equipment used by the several press associations and various newspapers for direct Morse service from the ringside on the occasion of the Dempsey-Carpentier fight at Jersey City. They rehearsed in advance many of the details involving plant and force assignments, the use of facilities, both regular and emergency, and personally supervised the service from the ringside

on the occasion of the big bout. Their efforts were largely responsible for the glowing praise of our service and of our personnel received in formal communications from the press associations.

Three Long Lines men of New York whose picture you should have seen in our last issue. Left to right—T. V. Connell, Thomas Doyle and Ross White, Jr.

The Bell loud speaker was a feature of the recent annual convention in Chicago of the National Association of Real Estate Boards. Herbert Hoover was the principal speaker.

Shifts in the Line-up

Traffic

- F. E. Sieben, District Chief Clerk, Cleveland, to Evening Traffic Chief.
- B. O. McCall, Cleveland, appointed District Chief Clerk.
- E. W. Lormor, Traffic Student, Cincinnati, to Assistant Traffic Chief.
- D. M. Slyh, Traffic Student, Indianapolis, to Traffic Engineer's Assistant, Cleveland.
- Ruth C. Meneley, Clerk, Indianapolis, to District Cashier.
- M. Hettrich, Assistant Chief Operator, Chicago, to Evening Chief Operator.
- A. Becker, Supervisor, Chicago, to Assistant Chief Operator.

Annie Romine, Senior Operator, Bloomington, to Chief Operator.

Helen M. Barry, Operating Room Observer, Providence, to Junior Service Observer.

Anna Isabel, Operator, Boston, to Junior Service Observer.

Ethel Morgan, Operator, New York, to Service Observer.

Margaret M. Hanford, Complaint Supervisor, New York, to Assistant Chief Operator.

Marie Fraher, Supervisor, New York, to Service Observer.

Blanche Vest, Operator, Nashville, to Supervisor.

Elizabeth Thomas, Operator, Nashville, to Supervisor.

Plant

G. S. Dring, Technical Employee, Engineering, to Supervision of Service Results other than Telegraph, General Office.

E. B. Holden, Chief Testboard Man, Richmond, to Supervision of Telegraph Service Results, General Office.

J. P. Satterthwaite, Technical Employee, General Office, to Supervision of Service Methods.

L. J. Schindler, Technical Employee, General Office to Supervision of Circuit Records.

W. J. Young, Testboard Man, Richmond, to Chief Testboard Man.

J. C. Beall, Technical Employee, Division Office, Atlanta, to District Plant Superintendent, Charlotte.

C. E. Harrison, District Plant Superintendent, Charlotte, to Special Assignments for Division Plant Superintendent, Atlanta.

H. B. Moring, District Chief Clerk, Birmingham, to District Chief Clerk, Charlotte.

V. Belding, Chief Equipment Man, Detroit, to District Inspector, Toledo.

Fred Murray, Chief Equipment Man, Beaver Dam, to Chief Equipment Man, Detroit.

W. Roadhouse, Technical Employee, Division Office, Chicago, to District Inspector, Toledo.

C. R. Steele, Chief Equipment Man, Beaver Dam, to technical work, Division Office, Chicago.

T. M. Fariss, Clerk, Division Office, St. Louis, to Chief Testboard Man, Tulsa.

M. K. Varner, Equipment Attendant, St. Louis, to District Inspector.

Legal

Henry Flumerfelt, iladelphia, to Assistant

Right of Way Agent, Philadelphia, to Assistant Division Attorney.



Harry K. Blakeslee
Everybody knows and likes Harry K.
Blakeslee, travelling auditor for goodness
knows how many years. All of his hundreds of friends throughout the country
will be sorry to hear that he is not on the
job just now because of illness. But all
of them will be pleased to learn that he is
making good progress toward recovery.

Pioneers at St. Louis will see a fine demonstration of the Bell loud speaker.

Adele B. Meusburger, office of Secretary of the Employees' Benefit Fund Committee, to Assistant to the Secretary-Treasurer of the General Assembly, Association of Employees, New York.

Association Ac- and Fes-tivities

Cleveland People, Hale and Hearty, Stage a Nifty Picnic Party

Miss Emma J. Meier, Cleveland Traffic, does the unusual and sends in this clever write-up in verse of the recent outing held by Branches 79, 100, 103 and 132.

The morning dawned both clear and bright, For a picnic day it was splendidly right; But, of course, on loyal A. T. & T. folks, The weather man wouldn't play nasty jokes. Arriving at the picnic, we were invited to blow. Why? To make our bright balloons to grow. Our chief, Miss O'Reilly, blew with all her heart, Till bang! her balloon did this life depart.

The races, they were all so fine, Joyously funny, every bit of the time; Now Mr. Nauert, our busy starter, Was reckless and went too near the water; And the mischievous swimmers, planning his fall, Took him in for a ducking, clothes and all.

Mr. Sieben entered the wheelbarrow race, But alas, he landed right on his face; For Miss Trayte, his driver, went so fast That Mr. Sieben's poor arms failed to last. The men's ball game was won by Plant, Mr. Harter's team the pennant did land; But the Traffic nine showed such splendid pluck, Next time, Mr. Uhl, you deserve better luck.

In the girls' game Traffic took the lead, Till the office quit, they developed cold feet. Miss Kertcher and Mr. Leeper must be liked the best.

For they won the popularity contest. Then the bugle's notes the feast enhancing, And after the supper we started dancing; The orchestra was so peppy and fine That we all had a grand and glorious time.



"This event," says Cleveland, "started as a newspaper race but finished as a fifty-yard dash."

With prizes well worth trying for, Donated by the officials here. There was centipede, leap frog and wheelbarrow racing,

Swimming and forward and backward chasing; Ball throwing, batting and eating crackers, And suitcase practice for future packers.

The swimmers did many fancy stunts, Before an admiring audience; And one attempted to dive backward, so He slipped; a SPLASH! his pride got a blow.

New Officers for Newton, Kan., Plant Branch

At a recent meeting of Branch 123 (composed of Division 5, Line Construction forces) held at Newton, Kansas, practically a whole new set of officers and delegates was elected because of numerous organization changes. The election resulted as follows:

President, Gus Weber; Vice-President,



Plant and Traffic baseball teams at the Cleveland outing.

Forest Lamb; Secretary-Treasurer, J. C. Barnard; Executive Committee, Gus Weber, J. C. Barnard, James Wilkins and Bryan Becker; Delegates to Division Council, J. C. Barnard and Gus Weber; Alternates, Forest Lamb and Bryan Becker.

The meeting was attended by H. C. Sexton, President of the Division 5 Plant Council, who addressed the members on various subjects pertaining to past accomplishments, present needs and future possibilities of the Association. The meeting was a great success from all standpoints and the spirit of enthusiasm and constructive co-operation which prevailed was a source of much satisfaction to the officers. If maintained it will make this branch one of the live wires of the Association.

When Caruso Sang Across U. S.

Enrico Caruso, some time before his death, was approached by a naval officer who presented the tenor with a silver plate making the recipient an honorary life member of the San Francisco Press Club. When Caruso asked what he had done to merit the distinction, the officer, states the New York *Tribune*, answered as follows:

"Have you forgotten that three years ago, on the occasion of the tenth annual entertainment of our Press Club after the fire (which you personally remember), you did us the honor to sing us a song all the way from Atlanta over the long distance telephone? It was a memorable event, and for three years we have been trying to catch you to give you this testimonial of our appreciation."

Buffalo Skates and Slides

A farewell picnic in honor of Miss Dorothy Schank, who is to be married, was given by the Buffalo supervisors. During the course of the evening the guest of honor was presented with a silver roll tray.

The arrival of an uninvited thunder storm drove the party to shelter in a nearby roller rink, and skating thereupon became the order of the evening. Inexperienced ones were initiated under the competent instruction of Mr. Boltwood and the Misses Percy and Colton.

Two things to remember: the 10th of the month is our "deadline" for contribs; vacation pictures and paragraphs are due September 5th. Thank you!



They say our girls in Denmark, S. C., have one of the finest flower gardens in town.

Reading Gathers at the River

Sixty of our Reading folks, Traffic girls, Plant men, wives, sweethearts and last, but very important, the kiddies. journeyed via motor truck to the Maidencreek Pumping Station of the Reading Waterworks, where they held their annual picnic and frolic. The program started with a tug-of-war for the ladies, in which the first trial was declared a foul due to the over-ambition of several small boys who became quite excited and thought it necessary to add their weight to one side. The second attempt resulted in the other side winning, at which the judges declared the event a tie and thus everybody won, so there was no discussion as to why anyone lost.

A tug-ofwar for the men was followed by a sack race for the ladies, which proved to them the advisability of keeping both feet on the ground at the same time. Many had considerable difficulty in remaining right side up and some finished the race in striking positions.

There were running events, hopping events, and a three-legged race, as well as several novelties such as a nail-driving contest for the ladies. This resulted in several bruised fingers and temporarily stormy dispositions.

The entries for the auto race were a Pierce-Arrow, a Maxwell, a Hudson and a Cadillac, with a Ford trailing along; but these high sounding names represented nothing more than so many kiddie kars. Contestants were chosen for their size and weight, and several were close to the two hundred mark. The race had hardly begun when one machine executed a nose drive, another lost a wheel, while a third went into a

tail spin and never did straighten out until both machine and driver had bitten the dust. Oh, yes! It was great sport — for the spectators.

Another feature was a baseball game played



The hardest job of Reading's day—keeping everybody still for a minute.



Sister against sister in the tug-of-war.



Reading's auto race, with drivers chosen for their weight.



Maumee, Ohio, Plant people, augmented by others from Detroit and Beaver Dam, at their big outdoor party.

between a girls' team of the Traffic Department and a team of men from the Plant Department, in which the men were handicapped by being compelled to play left-handed. The girls, however, displayed a sad ignorance of the ethics of the game and insisted upon throwing the ball almost anywhere except to the right place at the right time. Base paths meant nothing to them. Such tactics quite naturally resulted in the girls being defeated by the score of 7-2.

We were fortunate in having with us as guests, J. P. Wadham, L. B. Savacool, Miss Margaret Foster, Miss Anna Oettinger, all of Philadelphia, and P. M. Hall, of Harrisburg. Incidentally, Miss Foster, Mr. Wadham and Mr. Hall kindly consented to act as judges for the different athletic contests and their decisions were well received.

Following a delicious supper someone started a victrola and there was dancing on the lawn for those who enjoyed it, while others shot the croquet balls over the grass. The ride home under a full moon brought the day to an appropriate close.

Maumee Makes Merry

Notwithstanding the fact that the ten-round boxing bout scheduled to feature the third annual outing of Plant Branch 62, Maumee, Ohio, failed to materialize, their picnic was a great success. The party of a hundred and

fifty included some of District Plant Superintendent R. E. Russell's office force and members of Plant branches from Beaver Dam and Detroit.

Bathing in the Maumee River, dancing and athletic contests made up the day's program. No casualties were reported other than the temporary defection of the car belonging to a committee chairman.

•

Evidence of the hustling spirit of Maumee men is shown in the formation of a school of instruction which meets every two weeks. The course covers all work connected with the repeater, testboard and carrier.

Best Wishes, Mr. Quermann

On June 30, 1900, George H. Quermann started work in the Bell System as a draftsman. On June 30, 1921, Mr. Quermann, Division Plant Superintendent, Division 5, with headquarters at St. Louis, reached his majority in the telephone business, having served the Bell System for twenty-one years. The Division employees at St. Louis presented Mr. Quermann with a beautiful bouquet of flowers in honor of the occasion.

An admirable record, we say, and congratulate Mr. Quermann on his achievements during these years of splendid service.



Yep; it's a flivvah. See the item about it somewhere in this vicinity.

Baltimore's Busy Time

District Board 22, with headquarters at Baltimore, convened in regular quarterly session at Ocean View, Va., with eleven delegates in attendance.

After the business was dispensed with, the members were at liberty to do the beach and they went to it strong. Vice-President Bob Peeples, of Richmond, cut quite a figure in the dancing pavilion, to say nothing of his aquatic stunts. Secretary Al. also conspicuous Rogers was District Plant Superinthe surf. tendent Albrecht came down the last day of the meeting and made an interesting address.

Plant Branch 48, Baltimore, Md., held a "special" lately at which E. R. Albrecht delivered a lecture covering the new stock issue, public relations, the nine per cent dividend and other features. Chief Testboardman W. Gladstone, also made a short address, complimenting the Baltimore testroom force on the efficient manner in which they handled the recent storm breaks in his territory.

It's a Ford

One of the pictures on this page shows G. J. Koelle, evening equipment man at Philadelphia, and his Ford sport model. It is not only good looking, but has a proven speed of seventy-five miles per hour.

Henry originally was a 1915 roadster with a light truck body, and if ever a flivver longed for its happy hunting grounds—the junk pile—this one did. However, after three months' work during spare moments at home, the car was transformed. The design, construction and workmanship are the owner's and repre-

Harry A. McMullen

sent the realization of a hobby.

Harry A. McMullen, New York Commercial, died in Bloomfield, N. J., July 28, in his sixty-eighth year, after over twenty-nine years of service. He came into the Long Lines service as an accountant, became chief clerk in the rate department and at one time was in charge of toll rates in the Commercial Department. He was a member of the Telephone Pioneers of America.



When District Board 22, Baltimore, got together at Ocean View, Va. Standing, left to right—E. R. Albrecht, J. T. Phipps, J. W. Loeber, H. D. Hudson, A. F. Rogers, G. M. Campbell and R. D. Peeples. Seated—H. C. Marsh, L. S. Bowlsby, H. F. Fillingame.

SEPTEMBER, 1921 ONC INES

Wideawake W. Palm Beach

A winter resort in summer doesn't sound so inviting, but the Traffic and Plant Departments of the Long Lines and the Southern Bell Company, at West Palm Beach, recently had the time of their lives on a picnic at Palm Beach.

A swim, followed by games and contests, got everyone all set for mess-call, which sounded at nine-thirty in the

evening. All gathered around a big fire and proceeded to wreck the lunch baskets. Afterward, everybody agreed that a full moon, plus scenery and plus Florida climate, makes a mean picture.

Special efforts of the West Palm Beach branch to interest Association members include regular

monthly meetings, beach parties and the formation of a sewing club which meets every month. A small assessment is levied to pay for refreshments at parties, flowers to be sent to sick members and other expenses. The social side of the meetings is emphasized.

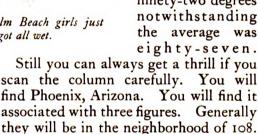
Recent guests of Branch 72, Association of Employees, include Mrs. Koch, chief toll operator at Miami, and D. S. Springer, lately appointed district traffic superintendent. Mrs. Mary J. Painter, chief operator, entertained the members of the branch at supper a short time ago.

Arrangements are under way to form a gymnasium class for the West Palm Beach girls. Calisthenics, followed by a dip in the ocean, will be the order of the day.

Consider Phoenix

One of the most popular matutinal diversions these days of wilted collars and viscous dispositions, is the scanning of the weather reports of the preceding day. You think, you even hope, you will find in the reports of the weather bureau stations evidence that humanity in other parts of these not even beer and light wines, but still United, States

steamed more fervidly than you did. If perchance you find your home town was mercurially under average, your spirits ascend—for Then a moment. vou realize that averages don't mean anything and that ninety-two degrees is, or are, ninety-two degrees notwithstanding the average was



But we have no quarrel with Phoenix. We doubt not that any Phoenecian could write a brochure depicting the delights of Phoenix as a summer resort. What worries us is the possible waste of a perfect alibi. We wonder whether the traffic man at Phoenix realizes that in the event of the service slipping he has, made to his hand, the only original and genuine dyed in the wool alibi. For instance, on the first of the month he may forward to the boss a statement of the temperatures for the preceding month, high, low and mean, without comment and without prejudice.—Pharaoh.



Three of our West Palm Beach girls just before they got all wet.

Harrisburg Cops "Penent"

While I'm waitin' for the boss to sign the mail so as I can get out of here in time to go swimmin', I'm goin' to write you a few lines to let you know this here District is on the map.

Some of our chickens is campin' up along the Seskehanna River. Our Association had a peach of a picnic at a place called Boiling Springs and it was boilin' hot too. Somebody gave me a quarter and I rode the merry-go-round till I couldn't see straight.

We have a champeen baseball team; they got everybody scared. The State Highway Department challenged them and got licked 20 to 3. Since I'm writin', I'll just send what one of the testroom guys gave me about our team.

With eight victories and one defeat and leading by a margin of four games, the Long Lines team, Harrisburg office, has a long start on the other teams comprising the Bell Telephone league. These are, in order of standing, the Western Electric, Bell Co. of Pa. Division Office and Bell Co. District Office.

Our success lies primarily in the effective twirling of Bill Douglas and the generally consistent clubbing of the team. The key pounders and trouble shooters have already amassed a total of ten home runs, which indicates that Babe Ruth is

not alone in his mad orgy of four sack clouts.

B. L. Powell, Testboard, captains the Long Lines aggregation, while C. W. Kohnlein, alias John McGraw, same department, is manager.

JACK, the offise boy P. S. Sinse I started to rite this letter the defeted gang turned the penent over to our guys, so I guess you'll see them in Philly in September.

The L. D. Call of the Wild

A letter from a philosopher and hermit of the Ozarks, who applies for a position with the Long Lines Department, tells of his complete surrender to matrimony.

During forty-one years of single blessedness, he wrested an ample living from the Ozark Mountains.

Now he decides to take unto himself a wife—and thereupon the combined responsibilities of modern civilization settle upon his shoulders. First, he must have a house wherein to maintain a wife; next, a tract of land on which the house may stand. Finally, he must bow his neck beneath the yoke of industry and seek a job 'tending the line in his vicinity. He says:

"Then you might install a telephone and be able to reach me at any time. I expect to be delivering lectures to large cities over the telephone every winter, if this can be made practical. (Subjects: Religion, philosophy and some branches of science.) The plan might develop a new use for your wires and soon defray the expense of installation. At this time a course of ten lectures is under consideration for Chicago."



Our champeen Harrisburg ball team. Left to right, standing—Spetz, Farnum, Kohnlein, Mason, Douglas, Bradford and Moyer. Kneeling—Smith, Galbraith, Orrendorf, Gummo and Case.

Reports from Dallas state that public telephone stations are soon to be installed in the city's parks.

Now if maw knows the location of daughter's favorite spooning bench, she will be able to remind her when it's time to come home.



M. B. Kerr, W. E. Co., New York, uncovers an ace.

F. Peters, Long Lines, New York (right), battles it out with G. Vriens, W. E. Co., at Brooklyn.

N. J. Tennis Team Leads Tel. Society Tourney

Clay court artists representing New Jersey have a long lead in the New York Telephone Society tennis league, with a record of thirteen games won and seven lost. Next comes the Manhattan team, eight won and seven lost, with Long Island last—four victories and eleven defeats. Teams are made up of men from the Western Electric Co., New York, New York Tel. Co., and the Long Lines and General Departments of the A. T. & T. Co.

Ladder tournaments are being conducted by the society with about two hundred entrants. The outcome of these contests will determine the participants in the tournament for the society championship, which carries with it a gold medal and possession of the society's cup for one year. F. Peters, New York Plant, Long Lines, is the present champion.

Women's Singles on in N. Y.

As we go to press, Miss R. W. Wackenheimer and Miss S. E. Pero are left in the upper bracket of the tennis tournament being held for the women of the A. T. & T. Co., at 195 Broadway, New York. The lower bracket has not progressed as far, the Misses L. E. Stuerm, M. L. Cornwall, O. M. Martin and E. Saring,

being left to date to determine who will play the winner of the last round in the upper bracket.

The tournament is being managed by Miss Francis T. Campbell, and the winner with the runner-up will represent the American Company in the second leg on the lawn tennis challenge cup offered last year by the Woman's Club of the General Electric Company at Schenectady. Last year's A. T. & T. team, consisting of Misses B. Boyden, F. T. Campbell and S. E. Pero, brought the cup back from Schenectady. This year's matches between the two teams will be held in New York early in October.

Philadelphia Baseball

Pride in our athletic prowess and achievements in other sports almost tempt us to hide our position in the baseball league. But with a belief that pitiless publicity will act as a stimulus, we have asked the editor to publish the appended averages:

11	,				
Team	Won	Lost	Per Cent		
Motor Vehicles	9	0	1.000		
Western Electric	7	2	.777		
Construction	6	3	.667		
Equipment	6	3	.667		
General Offices	7	4	. 636		
Engineering	5	6	.454		
Norristown	3	6	.333		
Chester	3	7	. კ∞		
Us	2	8	.200		
Camden	0	Q	.000		

The Harrisburg-Pittsburgh Cable

(Continued from page 23)

the line, often with a great deal of difficulty.

There are sections of the cable where for over a mile it was not possible to make stake deliveries of the cable. As each reel contains 500 feet of cable, this meant that perhaps twelve reels had to be taken care of in some other manner. The pulling in trucks were each equipped with 6,000 feet of pulling in rope, steel, of great strength and flexibility.

By this means, under certain conditions, 6,000 feet of cable could be pulled in from one point. With the truck located at one point and the reels of cable at the distant point, the winch rope would be pulled through the rings and attached to the end of a reel-length of cable. This length would then be pulled into the rings, and the "nose" pulled up to the point where the truck was stationed. The rope would then be disconnected, carried back to the other end of the first reel, outside of the rings, then through the rings to the point where the reels were located, and a second reel attached and pulled up so that it just overlapped the first one a sufficient amount to allow for splicing. This would then be repeated until all of the reels had been pulled into place.

It was often necessary to carry tools, ladders, platforms, tents and testing apparatus a mile or more from the nearest point which could be reached by a truck, to the points where the work was to be done. Sometimes the splice would be over a ravine, at other times over a river, calling for great ingenuity and care to enable the work to be accomplished without subjecting the men to danger.

This job as a whole is the largest single construction job ever undertaken by the Long Lines Department and the cable and associated equipment represent the most modern practices. This

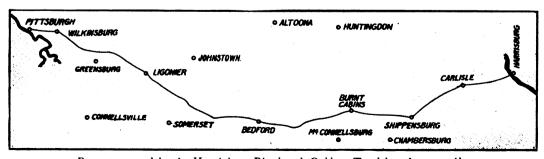
article covers principally the outside construction features.

C. E. Baldwin and Fred Roller were charged respectively with the field engineering of the route and pole line structure and the supervision of the erection of the repeater stations. Mr. Baldwin was assisted by E. W. Welch, D. W. Sager, R. J. Hughes and C. A. Marsh, who made up the personnel of the temporary "field office" set up in Harrisburg for this job, while Mr. Roller had as his first lieutenant, E. W. Neimeyer.

The erection of the pole line and messenger was handled by the forces under W. F. Norris, Division Superintendent of Line Construction, who was represented in the field by W. E. Ainsworth, Division Supervisor of Lines, and General Line Foreman Elmer "Cub" Miller. Gangs under Foreman Hoover Gleim, "Bill" Middleton, George Hotchkiss and "Ed" Nace lived with this part of the job from start to finish, while gangs under Foreman Jones, Donnelly, Feasey and Myers were engaged on it for shorter periods.

The actual location and staking out of the line was done by gangs under N. T. Wood, R. B. Whittaker and "Mike" Grady. The unloading, hauling, distributing and placing of loading coil and cable was handled by gangs under Foremen John McDonald, W. S. Symons, Joe Dalton and W. P. French.

General Cable Foreman W. J. Foster was in charge of all cable work up to the time of his death, when he was succeeded by Oliver J. McComsey. The splicing and loading work has been handled by crews headed by Splicer Foremen Earl Riley, E. F. Yost and L. A. McComsey, and the cable testing by testers under R. M. Oram. John D. James handled the thousand and one technical details which came up in connection with the actual cable construction.



Route traversed by the Harrisburg-Pittsburgh Cable. Total length, 192 miles.





Delegates to the meeting in New York of Branch 115, composed of line gang men.

Line Gang Men Gather

The representatives of Branch 115, Association of Employees, Division One line gangs, assembled in New York a short time ago to hold their regular tri-annual meeting. This branch has a membership of about 250. The delegates, as shown by the accompanying photograph, are given below.

First row, sitting, left to right:—M. H. Gleim, R. T. Dufford, C. C. Murray (President), W. F. Norris, E. L. Quickel, A. Rothman, F. Dewey.

Second row, standing, left to right:—T. R. McGinley, H. Hartzell, J. A. Gabella, W. Seitz, C. C. Cox, W. Bellinger, W. J. Travis, H. L. Wood, J. Harper.

Third row, standing, left to right:—D. Sterling, J. Deveau, E. Fahrenholtz, C. M. Burall, F. Diehl, F. W. Wright, F. Pegg and E. Porter.

Being Human

(Continued from page 4)

by being human. In the matter of dealings with the public, the human factor is also being more and more recognized as of vital importance. Time was when it was considered bad form for an industry or utility to discuss its purposes in public; that is to say, its aims might have been most praiseworthy and yet discussion was tabooed.

There is very little of that now. "Put your cards on the table," is the slogan of the hour. To take the public into its confidence has become a major function of management. And justly so. For the success of any business depends upon the

good will of the public and the public is entitled "to be told," and, of course, once the public understands, it is less apt to be fooled by selfish politicians or hairbrained agitators; not merely because it possesses the necessary information to pierce through lies and half-baked sophistries but also (and more so), because its sympathies are definitely engaged on the other side.

Enough has been said to show how vital this business of being human really is. The problem is at the bottom, not only of our industrial structure, but it is the keynote to the successful working of democracy.

Thirty-three Years Ago

(Continued from page 7)

Company and I did all the rest of the work, such as checking vouchers, entering them on our records and posting the detail charges in the subsidiary books (construction, maintenance, operating and general expenses).

In the fall of 1888 we hired a bookkeeper and gradually increased our force as the work increased, until we had quite a department.

The accompanying photograph was taken in 1893 by an itinerant photographer, and shows that the total force at that time consisted of eight employees, beside the acting auditor. The names of these eight employees are: Willard Graham, F. G. Nelson, Frank Powell, J. E. Meiers, M. A. Thomson, William Fiedler, an office boy and myself. Three of the above, Messrs. Graham, Nelson and Thomson, are on the pension roll, and three are out of our service. Mr. Powell, now our Assistant Treasurer, and myself are still on the job. This "gang" did all the work of the Accounting Department at that time with the exception, the checking of revenue.

Shines and Silver Linings

It was, well, a little more than hot in that below-the-street-level barber shop, near 195 Broadway, New York, where the telephone man stopped to get his shoes shined. An electric fan merely imparted motion to the atmosphere, heavy with humidity.

The bootblack, an Italian boy of about fourteen, paused long enough to duck his perspiring forehead against his grimy shirt sleeve.

"It's-a ver' hot."

The man in the chair agreed with him absolutely.

A short reflection. Then the son of Italy's face lighted. "But think of dose-a poor peop' who work in da Hudson Term', where da subway under da riv' come in!"

Where is Your Exchange?

Those of us who are always ready to pride ourselves on the importance of the Bell System may read with profit—and amazement — the answer Charles J. Kelley, one of our right-of-way agents, received from an application to a high official of a large Eastern railroad:

"Kindly advise if the American Telephone and Telegraph Company is a corporation or a partnership and in what city you have your exchange. It occurs to me that your company is one of the many farmers' lines and possibly a subsidiary of the Bell Telephone Co. Also let me know what guarantee we shall have that you will pay the yearly rental."

Mr. Kelley admitted the connection with the Bell System and offered as evidence of credit the Company's latest financial statement.

When Jimmy Does the Shimmy

Intimate Contrib from Friend Harrigan, Washington

When Jimmy does the shimmy, me 'n Dad 'n Ma are there, 'n Pooch, my dog, my very own, bones, mussles, hide 'n hair. Oncet when Jimmy done the shimmy, Pooch clum up on a chair, 'n off the table grabbed Ma's "front" 'n chewed off all the hair, 'n Pooch licks cats, 'n he kills rats most every single day,'n there 'ain't ary a cat dast come to our house to stay; 'n 'nother time Pooch got Ma's waist, twas voily 'n all beads,'n chewed that up, that Poochie pup, he does some offul deeds. 'N Dad, he said some awful things, when he come home that night, 'n even Ma, who never swears, she said Pooch was a fright. 'N when Jimmy does the shimmy, he's my baby brother, you know, we got him here at Chrismus time, but never got no snow; but anyhow, Old Santa Claus brung Jimmy just the same, he happened to be all there was, 'n Mother calls him James, 'n when Jimmy does the shimmy, he makes an offul face, 'n yells an kicks an hollers 'n upsets the whole darn place. 'N Ma, she says, "He has a pain," 'n Dad says, "So've I, frum lis'nin'to the rumpus raised by this yere boy." But all of us loves Jimmy, I've given him my sled, 'n ball 'n top 'n hobby horse, 'n put 'em by his bed, 'n I don't care if he does cry; I'll bet so would you, if you had a tummy painin' you you'd yell till you was blue. But if you come to our house some time, tell me what you'll gimme if I stick a pin in Jamesy so as you can watch him shimmy.

Page Mr. Edison Again

Further questions, these from W. L. Dusenberry, Atlanta Commercial

"Young man," says our own Mr. Edison, "the answers to this set will be sure to sounder key note for others who read them. We shall start with simple questions first, getting simpler as we advance. These questions are designed to teach a TBM what's watt."

- 1. How many poles are there in the Mason Dixon line?
- 2. What makes cross-talk cross?
- 3. Do they use composite ringers in laundries?
- 4. Where did duplex set and when?
- 5. What kind of a bug is a micro-farad?
- 6. For what crime do they stretch cables on the rack?
- 7. How do you stop house cables from running around the test room?
- 8. In what guns do they use repeater cartridges?
- 9. How sharp is a knife switch?

10. Who wears (a) trouble caps, (b) copper sleeves?

W.J. Lothrop, section lineman, Baltimore, sends us this picture to illustrate an unusually difficult tree-removing job.

while preparing to remove a pole on the New York-Boston shore line, he and Buck Taylor found four immense black snakes sunning themselves nearby. One of the reptiles, well over six feet in length, started to crawl into the hole and the two linesmen grabbed him by

> the tail. A tug-ofwar ensued, which ended abruptly when the snake snapped in half in the middle; and then the head part backed out of the hole to come back and collect its tail.

Andy further states that another of the gang, Simpson by name, holds a record in snakechasing; he had to clear eight out of one pole hole before he could take down the pole. The narrator winds up with the assurance that prohibition is in full force and everybody sober.

Andy Should Go Fishing

St. Patrick didn't have a thing on Line Construction Gang 128, take it from Andy Swendson, who claims that

Money Talks

The Elyria, Ohio, Chamber of Commerce netted \$98,000 from more than 3,500 individual contributors by interviewing them over the telephone. Press reports add that payments were better than when the card form of subscription was used.

SHORT HAULS

ERE is a parasitic quadruped frequently found in our organization. Anyone versed in paleontology, zoology, heraldry, photography, modern office methods, and the latest movies, will know it at a glance as The Fifth Horseman of the Apocalypse—Waste.

The particular specimen shown in the picture has been considered a masterpiece of sculpture—of its kind. In fact, it might be called an advanced study in engineering assembly. The animal's body is made of

an obsolete pencil eraser. Its legs are paper fasteners. Its ears are pins. Its whiskers a rubber band. And its tailoh, well, that's a mere detail. The saddle blanket is an index tab, and the horseman is likewise constructed 100 per cent from similar desk drawer items. That is what gives him the stationary

We hesitate to attribute such a Smithsonian conception to any single genius on account of the aid given by many members of our engineering force to the artist. But the moral is that this mulelike mammal (that is, the animal in the picture) is a most destructive pest, and though you may swat the fly, murder the mosquito, and put moth balls in the hope chest, don't forget the elimination of The Fifth Horseman of the Apocalypse.—Slyb.

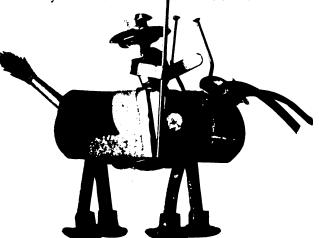
Some people spend most of their time picking the flowers of life. Still others enjoy pulling up the weeds.

These wall-paper-pattern dresses that we meet in increasing numbers nowadays remind us strongly of the tattooed man in the side-show—reds, greens, blues, purples, all shuffled together.
... In this hot weather, now: There's a real thought—boy, page Poiret!

We'd Commute in a Taxi

What would you do with a million dollars? Or five million? Or twenty million? That is a question that Miss Susan Shabach, a telephone operator in Milwaukee, may have to settle, accord-

ing to the papers, if she and her relatives win a suit they have begun against the city of Philadelphia to recover property which an ancestor of theirs left to the city in 1831. The estate is valued at \$20,000,000.



The Fifth Horseman of the Apocalypse

F. E. Galbraith, New York Plant, while travelling through the mountains of Pennsylvania lately was hailed by a lineman, obviously of Pennsylvania Dutch extraction.

"Say, Mr. Galbraith," he sangout, "what've I got to do to get von of dose Wail metals yet?"

Some day we are going to write a story on the refreshments and menus at different Association parties and banquets. Head it "Food for Thought," maybe. Plenty of material in hand already, bleeve us.

Pioneers! Swap news, views, stories, smokes—at the St. Louis Convention, October 24th.

Uncle Shadrach says: "De butterfly sho' am a gaudy insek—but it's de ant dat crawls outer de groun' an' starts up business again in de spring."

Some foreign general or something is given credit for originating the Sam Browne belt. We don't believe it—in fact, we're almost willing to bet our new typewriter (that hasn't arrived yet) that they got the idea from one of our linemen.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

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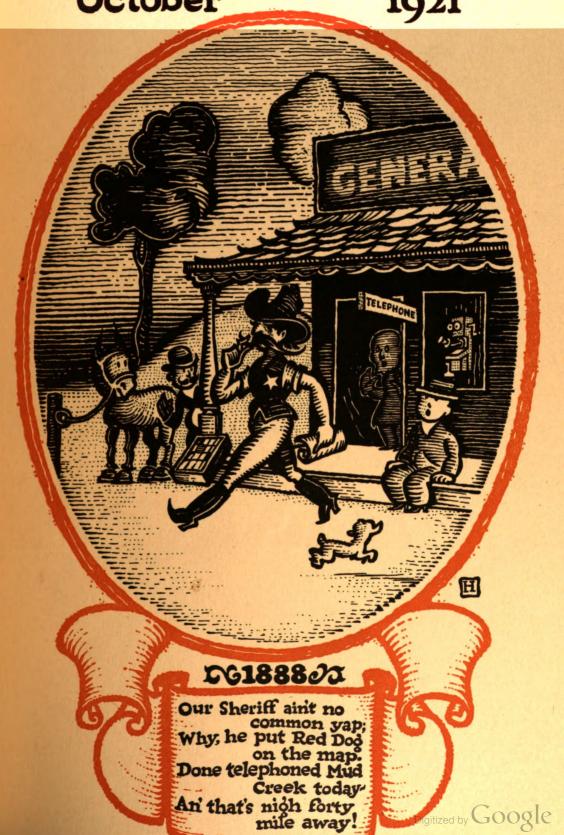
OCTOBER 24TH

HAT'S the day the Pioneers will convene in St. Louis. Tenth anniversary celebration. Going to be a grand ol'time, they say. Mr. Thayer, Colonel Carty, Mr. Hall, the Bell loud speaker—everything.

Don't miss it. Lay your plans now.

October

1921



Our Cover Artist Reminisces

TO us decrepit old birds of forty or thereabouts, those early glimpses of the telephone are fresh in mind. For we were venturesome, impressionable kids when the first ones came to town.

"Sonny," I remember a nice old grandmother saying, "run down to the post office and see if the 4.20 mail is in."

I went; it meant a penny and maybe a piece of pie. And there in the little old drug store-post office was one of the new contraptions, with a village personage trying to get in touch with a man in the next town up the pike. He was twirling the crank and helloing at a great rate. But he wasn't getting anybody. So at last he gave up and turned to the lookers-on, saying:

"I don't care—it always gives me a headache to talk over the darned thing anyway."



ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO. 4

T. T. COOK, EDITOR

OCTOBER, 1921

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . . H. B. THAYER

Our Hat's Off to this Bunch

"It was decided that the board would enlist the services of every testroom employee in the district in making a study of Morse service and testboard work with a view to furnishing to the Company the results of the study together with such suggestions as the board feels will secure greater cooperation and coordination among the various testrooms and thereby increased efficiency."

E have just read these words in "The 4:42 Monthly," the modest little mimeographed publication of Plant District 42 out in Indianapolis. To anyone taking time to think them over we have an idea that they may prove both illuminating and inspiring.

Illuminating? Yes; because unless we greatly err, there still are people in the Bell System who imagine that the time of the various Employee Association bodies is largely taken up with questions like, Why Can't the Men Smoke in the Outer Office? Or, Why Must the Girls Keep Their Hats on the Filing Cabinets?

Inspiring? Surely; for if one bunch of our people is thinking along lines as constructive as these, it's a high sign to all of us that it is within our power to go and do likewise.

Our freshly cleaned fall hat is off and we bow in admiration in the general direction of District Board 42, Association of Employees. Such vision and initiative cannot fail to help.



IMPORTED

Visiting Operators Rattle Father Knickerbocker's Family Skeleton in Story about Working and Sight-seeing in New York

the retiring room. Is it nice? Well, "wonderful" hardly covers it.

crowd that landed in New York? Well, that was us, fifty-four strong. We arrived with a splash, but from all appearances we'll be like the little boy's all-day sucker, slowly dis-

appearing until all gone.

ID you hear

about the

We were received with open arms at the Hotel Wolcott by Mrs. Shaw, who was chaperon last year, and who is quite efficient as a mother to a flock of chicks from other cities.

Mrs. Shaw saw to it that we reached the office safely on Monday morning (some find that she would still be a help that way, for we recently had the experience of boarding a subway with good intentions of getting off at Broadway; but we never did stop till we reached somewhere in Brooklyn), where we met Miss Schulze of the Welfare Department. She in turn called J. C. Leypoldt and received the word that he would join us in a few minutes.

Oh, girls, if our reliefs were only timed

by Mr. Leypoldt's clock!

Well, he finally arrived with Miss Page and Mr. Nichols, the fourth floor C. O. and Manager, who was puffing no, not from exertion, but from the excitement of meeting the first fifteen from Px.

After the preliminaries of meeting our former traffic manager and his associates were over we were shown through the office and got a wonderful idea of what a real big L. D. office looks like.

After seeing the office from all angles we adjourned to the lunch room where in picnic style we partook of what is called a square meal on a round Then we wended our way to table.

After a very pleasant lunch hour we were taken to class and after a brief polishing up we were again taken to the operating room and assigned to the "Eleven Hundred line" where the traffic from the East Side to the Catskill Mountain region, locally called "Sullivan County," is handled. Well, it was some job all the way through; for East Side New Yorkers are anything but like our home town subs. But "when in Rome do as the Romans do" and you get along a little better. We left the office a whole lot wiser and with a few things tucked in our craniums which would help us with our Sullivan County subs.

After an evening spent in taking in the "white lights," we returned to the hotel

to plan for future pleasures.

The only trouble with our trip to Coney was, we couldn't stay long enough, but we are going to repeat our trip in the near future; only the subway can take and bring us next time, as it is ninety-five cents cheaper than the 'bus.

Even Miss Liberty of the statue has suffered from our gaze, but no more than Millionaires' Row, which looks so cold and forlorn, while Grant's Tomb is just as it should be. Still methinks nothing can compare with our trip to Mountain View, N. J., where we found the Passaic River just rippling with pleasure at having such a wonderful canoeing party.

Joy it was, from the time we reached there. It stormed quite hard, but a pavilion with a piano made up for it as we had a few good dances till it cleared up and then went out on the A Few of New York's Fair Importations, Borrowed to Help Handle the Heavy Summer Traffic.



"The Big Village Is All Right," They Agree, "But the Home Town's Mighty Nice Too."







Last month we had a few things to say about the handling of Sullivan County, New York, and other summer resort traffic.

Well, here are a few of the operators who assisted the folks at 24

Walker Street in getting away with it.

Reading straight down the middle of the page — Helen





Farnham, Mildred Mc-Dowell, Katherine Fitzpatrick, Mary McGowan, Beatrice Irwin, Elizabeth Parke, Ethel Flynn, Mildred Cusack.

At the left, Jean Mc-Fadden, and right, Hazel Taylor. All from Philadelphia except Misses Mc-Dowell and Taylor, who hail from Detroit. river till dark. Of course we got lost, and in true Indian fashion had to carry our canoe over to the main stream and eventually back to where the rest of the crowd was waiting and greeted us with one big laugh. But what is a trip without some excitement?

Well, I've said enough by this time, but here's hoping that the rest of our stay will be just as pleasant as what has gone before.

-Helen M. Farnham, Philadelphia.

YOU wish to know how we like little old New York?

Well, we'll express ourselves in the words of the immortal Teddy: "Delighted!"

When we arrived we all wanted to see the sights, especially Greenwich Village, where the girls wear their hair short and the men wear their's long. So down we went, but we couldn't find the Rose of Washington Square. She is probably off on a furlough.

I must tell you about our trip to Orchard Street. Well, to begin, we took a sight-seeing 'bus on Broadway. Sitting on the front seat was our guide. We started down Broadway, looking at all the points of interest, including the Knickerbocker Hotel, now turned into an office building; on down Broadway to the Battery, passing the Customs House, City Hall, Park Row, and the Bowery, down the Bowery to Chinatown and right then the 'bus stopped. The guide took us through Mott and Pell Streets, showing us the street used so much in the movies, and we all recognized it from "Broken Blossoms."

But that sight was nothing compared to Orchard Street. We had never seen so many people on one street in all our lives. The houses were all tenement houses, and from almost every window hung some clothing on a pulley line. The daily wash, I suppose. Some colors were almost loud enough to shake themselves dry.

On the window-sills stood green tomatoes sunning themselves, trying to get ripe, while on the fire escape you could see mattresses and pillows, with people fast asleep on them.

That isn't all. Oh, no. Down on the sidewalk on both sides of the street were push carts turned into stands and some of them had everything from a shoestring to an onion, including dill pickles and diamond rings, for the small sum of ten cents.

Along Orchard Street we went and back to the hotel, thankful for a clean place to live.

In regard to the New York office—some office, I'll say, especially around the Eleven Hundred line, where Sullivan County shines. If ever a name was deceiving, it's Sullivan County; I'll bet there's not an Irishman in the place.

I'll never forget the first afternoon. Miss Scott sent me to relieve an operator on the Hurleyville position for about two hours. I didn't know how to move. I had a rubber band around the tickets trying to hold them in place. The red complaint tickets were flying right and left; the filing on the first ticket was something like 10 a. m. and it was then around 5 p. m. Miss Page, my chief, came up to me and said: "Well, I see you're initiated." I tried to smile and look real pleasant about my little bundle and believe me, it was some job.

The only thing to do when you sit down to Mr. Sullivan County is to say: "How do you do? I dare you to get my goat. . . ."

Now that we are in the limelight, and we have given you our opinion of the New York office, suppose we tell you something about the dear old Philly office, where Mr. J. P. Wadham, Mr. Twomey and Miss N. Bolton preside over a very grateful force for the consideration shown them during a very trying period last winter.

And just a word about the Association. Your president, Miss Gladys Powers, is very nice, but so is our Miss A. Ottinger.

KATHERINE M. FITZPATRICK, Philadelphia.

205 Broadway

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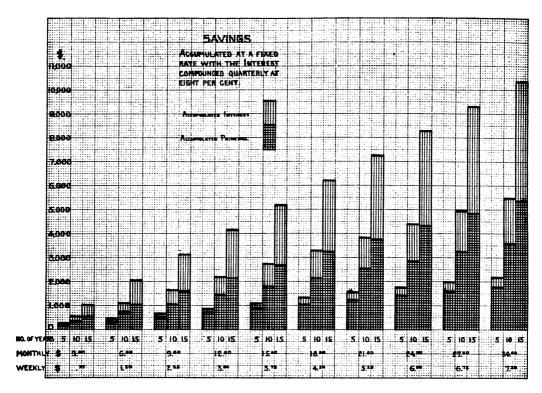
Riveters, riveters—
Dignified derricks,
Playing jack-straws
With iron beams;
A huge black framework,
With pigmies crawling
over it.
Puffs of white smoke,
fading;
Undertone of song
From an engine's chain,
suddenly silent.

Doorways in a high board fence,
Soiled overalls and
A battered barrow of cement;
An unseen sledge
Ringing against iron,
Riveters, riveters.



PHOTOGRAPHED SEPT. 6th

LEAPING SKYWARD



THE TRICK OF SAVING

Over Three Thousand Long Lines Employees Are Purchasing Approximately 15,000 Shares of A. T. & T. Co. Stock under the New Plan—H. S. Farnham, Accounting, Tells Why You Should Start Now

OST of us probably are saving money in different ways. Some are depositing small amounts at irregular intervals in savings banks where the rate of interest is small. We withdraw some of our savings whenever we feel so disposed, often for luxuries rather than necessities. The result is that our savings fund does not grow very fast.

Some are members of savings clubs and similar organizations, many of which pay no interest whatever. When we have saved a certain amount we withdraw it and spend it. Likewise this savings fund does not grow any too fast.

The savings plan offered by our Company, and fully described in the booklet of May 1st, represents a remarkable

opportunity. It enables us to save a definite amount regularly and receive interest of eight per cent compounded quarterly. We are far less likely to withdraw money saved in this way than from a regular savings bank.

Most of us, I believe, recognize the merits of this plan, and many are taking advantage of it. The accompanying table and diagrams are prepared for those who have not yet availed themselves of the benefits of this plan, and for those who should be saving more than they are at present.

The secret of success of any savings plan is to save the interest or dividend. If we spend our interest we lose about half the benefits from the plan. A little study of the table and diagrams will

Digitized by Google

No. OF SHARES		END OF 2 YEARS		END OF 5 YEARS		END OF 10 YEARS		END OF 15 YEARS	
1	\$ 3	* 78	02	\$ 220	87	\$ 549	11	\$ 1036	81
2	6	156	04	441	73	1098	22	2073	62
3	9	234	06	662	60	1647	33	3110	43
4	12	312	08	883	46	2196	44	4147	24
5	15	390	09	1104	33	2745	54	5184	06
6	18	468	11	1325	20	3294	65	6220	86
7	21	546	13	1546	07	3843	76	7257	67
8	24	624	17	1766	93	4392	87	8294	49
9	27	702		1987	82	4941	99	9331	30
10	30	780		2208	66	5491	08	10368	12

A table based on the A. T. & T. Company's stock purchasing plan, showing what small savings will amount to in a few years.

show what a small saving monthly will amount to in a few years if we save that interest.

By saving only \$3.∞ a week, which nearly everyone might do, it will require only about nine years to have saved \$2000, provided we save that interest. If we spend our interest as fast as it is earned, it will require more than fifteen years to save that same \$2000. Many who are saving \$3.00 should save \$6.00.

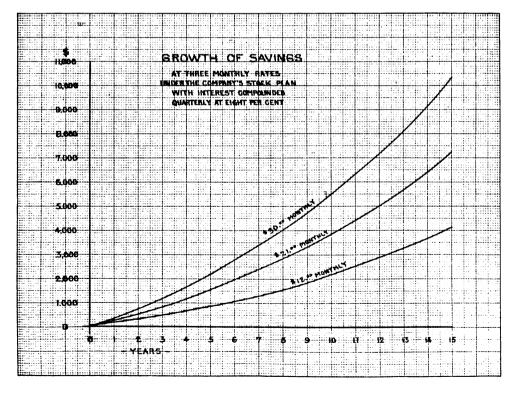
Think it over! Study the table and diagrams and realize how quickly a little fortune can be accummulated by starting now to save systematically, remembering to save your interest and dividends.

It has been deemed advisable to base the table and diagrams entirely on eight per cent

interest compounded quarterly. As the dividend rate on our stock is now nine per cent, the actual savings on the full paid stock will amount to slightly more than the table or diagrams indicate.

An employee can be paying at one time for only one share for each \$300 of his annual salary. It must, therefore, be realized that when the dividends on his paid-up stock, together with his

(Continued on page 37)





ACROSS KANSAS

R. L. Bodine, Traveling Auditor, has been a Long Lines man for twenty-seven years. Recently he did some special work in Kansas and the following excerpts (illustrated by himself), are from his always newsy reports covering that trip.

Edited and Arranged by W. J. Morgan, Jr., Chief Traveling Auditor

Zenith, Kan., and came here tonight for hotel reasons. Will take care of that four-house town tomorrow. I still find homes deserted, as the enclosures will indicate. No change of address at present. It is nearly midnight, so guess I will have to grab my pitcher of suds and climb the ladder to No. 30."

Macksville, Kan.—"I am getting into the big wheat territory, and it is a rare thing to find the man you want. Farmhouse after farmhouse is empty. I get no response to my knock. I walk around the house, visit the barn and then mount some high point to see if I can observe men harvesting in nearby fields. It is growing hard to hire a taxi. I almost got on my knees to get a young

man to take me out this evening. Don't know how I am going to get out of town in the morning. Called at three garages and they simply laughed at me. I got three refusals. I am hounding the hotel man for assistance, and he probably will make good before the first train leaves about noon."

KINGSLEY, KAN. - "Ar-

rived here in time for dinner. Had an awful time getting out of Macksville. None of the local garage men would look at me. Finally some man borrowed a car, and his son, in his teens, drove me west. It is nearing supper time. I stood the heat as long as I could this afternoon, and then came back here to the hotel and got familiar with the bath tub. I am writing this in my nighties, and believe me it is hot.

"At Macksville yesterday about four p. m. at the hotel, the thermometer stood at 98, and that was in the shade, where several had gone to dodge the intense heat. Riding through the country, the heat is as if coming out of a furnace door. I could make better time if there were not so many jack rabbits in the roadway. Never saw so many,

and they look like house cats. They tell me they are so thick in the winter, they kill them to feed the chickens. People do not eat them; the meat is too "tuff." Quail are as thick as sparrows in the East. There is no open season on them. Likewise doves are to be seen everywhere."

Dodge City, Kan.—
"I'll give you some idea



"He was a human sponge."

of what I'm up against. This morning I drove from Dodge City north to our line about eight miles, then east four and one-half miles to interview some people, especially a farmer. This coun-



"A cigar starts him thinking."

try is absolutely prairie land. You drive miles before you see a house; it's nothing but wheat fields and grazing lands. One can see twentyfive or thirty miles at any point of the compass. land is rolling to a slight degree, but I have seen the ocean as rough many a time. To me it's just like standing on the beach and looking straight out to sea. Houses afar off look like boats on the

horizon. Likewise anything in the distance reminds one of boats moving about on the deep sea, especially where you see a farmer away off in the fields threshing. The smoke from the engine looks like a tug pulling several barges,

and so it goes.

"Well, at last I found where the farmer lived. The house was closed tight and while I was scouting about a small boy came out of the barn and I inquired where his mother was. He said she was in the field working with his father. I looked about and observed two living beings in a distant field plowing. One had the north side of the field going west, and the other was on the south side working east. I went over in the field and met the farmer's wife. was on a two-bottom plow driving five horses abreast and I found her to be a very bright

woman, quick in thought and action.

"After interviewing the woman I walked back in the freshly turned furrows and met her husband. He too was using a two bottom plow, but was driving six horses abreast. It looked to me more like a chariot race than real work.

"I generally have a few cigars in my pocket and I believe they accomplish much. For instance, I go into a garage, the man I want to see is on the broad of his back under a car taking a worm'seye view of workings for which he estimates his time at a dollar and a half per hour, never less. Sometimes he comes out and sometimes he doesn't, but when he does I find a good cigar often starts him thinking along the proper lines and I generally get a satisfactory answer.

"At Kingsley a few days ago I hailed a young fellow to make inquiry about certain natives. I list all the names

(Continued on page 43)



"I suggest balloons for the traveling auditors."

A FRIEND IN NEED

How the Housing Bureau lends a hand to employees in and outside New York

There was an old woman who lived in a shoe, Who had so many children she didn't know what to do:

So she gave them some broth without any bread, And spanked them all soundly and sent them to

BUT Mother Goose was written before the days when correspondence school advertisements spelled "Efficiency" in capital

letters all the way through. Things were allowed to take their own course then, and so the poor woman was undoubtedly a nervous wreck long before she grew old.

If she lived in the present day, and were a member of

the Long Lines Department, she would merely call up the A. T. & T. Co. Housing Bureau in New York, explain the situation and then go to the movies, confident that the Bureau would solve her problem completely. This department would find a house to substitute for the shoe, direct the children to a place where they could eat something besides broth, and escort them to a matinée, thereby keeping them quiet much more effectively than by the questionable method of spanking.

Taking care of people is a function of the Housing Bureau. Started in May, 1920, to help employees of the Long Lines and other departments of the A. T. & T. Company find homes during the shortage of living quarters, it still maintains that service.

For instance, John Jones, testboard man at Chicago, is transferred to New York. He is not personally acquainted with anyone in the latter city, and knows nothing about the housing situation there. Consequently he writes the

> Housing Bureau, 195 Broadway, New York. His letter may read in part as follows:

> "I would like to rent a six-room house, furnished, near a good school, and within easy commuting distance of the city. I don't want to



"Why not buy?" said the Housing Bureau when one of our people couldn't find a suitable home to rent. And with his A. T. & T. Co. stock here's the attractive place he was able to swing.

pay more than \$—— a month for it."

The Housing Bureau thereupon gets in touch with real estate dealers or property owners advertising in the newspapers, and when he arrives, Jones is given a list of places that come as near as possible to filling his requirements. He goes out, looks them over, gets any additional help he may need from the Bureau, and makes his decision. The system is by no means perfect, but it is vastly better than the hit-or-miss method where local assistance is lacking.

Apartments and houses to rent are also handled by the Housing Bureau.

It may be that an employee has a house or apartment that he or she wants to let furnished for a few months. In that case it sometimes happens that the place can be rented to a Bell System employee coming in from out of town.

The housing feature, however, does not occupy all the Bureau's time, and it has gradually assumed other duties. For instance, two girls may want to come to New York from Tennessee for their vacation. If they notify the Housing Bureau, they will find hotel accommodations arranged, tickets procured for any show they want to see, and train reservations made for their return, all done before they arrive. Someone is sent around with them to explain the places of interest in the city, in case they want to see the sights.

Perhaps one of the visitors wishes to buy a tailor-made suit, and is willing to pay \$60 for it. The Bureau sends someone with her to show here where she can get it. If she wants to pay \$30 for her clothes, she is sent to the right place to buy the suit at that price.

When our General Assembly met last

spring, a number of the members attended the services Easter Sunday in St. Patrick's Cathedral and in St. Thomas' Church. This was made possible through rcservations effected by the Bureau. Many of the visiting girls purchased

their Easter clothes through the guidance of the same agency.

Another feature of the work done by the Bureau is the arranging of attractive vacation trips and the making of necessary transportation and hotel reservations whenever possible.

If you are intending to get married and to come to live in New York, the Bureau will plan your wedding trip, help you find an apartment or house to live in, and even assist you to open a bank account on \$100 or \$200. Incidentally, you will be able to buy at a substantial reduction a good many Western Electric utensils with which to start housekeeping. All sorts of electrical appliances may be purchased through the Bureau, which does the buying of Western Electric supplies for A. T. & T. Co. employees in many eastern cities where there are no Western Electric warehouses.

One of the most recent problems of the Housing Bureau was that of a Long Lines employee who came to New York from the south. He and his wife spent days looking for places to rent, and were much discouraged at the prospect of finding a suitable home for their family of three children. At that juncture W. A. Amos, in charge of the Bureau, made the suggestion that they buy a house, and showed them several possibilities.

One of these proved so attractive that the home hunters entered into negotiations immediately.

The employee had some A. T. & T. Co. stock, which he was able to pledge, and the money necessary to complete the first payment was raised through a loan negotiated with the assistance of the Bureau. A photograph of the house accompanies this article.

Shortly after the family had moved in, the wife wrote the Housing Bureau to thank them for

their assistance and concluded her letter with the statement: "I already feel more at home here than in any other place we've ever been." It doesn't take much imagination to picture the sentiments of her husband.



Can you buy a real home for \$6500 near New York? You can; here's one at that figure purchased by an employee through the assistance of the Housing Bureau.

AUGUST 6th, 1921

By H. E. Schreiber, St. Louis Plant

ATURDAY morning, August 6, 1921, meant nothing unusual to the employees of the Long Lines Department at St. Louis, Mo., until a young cyclone headed in their direction showed them how to start the day wrong.

At 8:50 a. m. the St. Louis testboard was working along smoothly when the Davenport line failed. No particular commotion was aroused even though it was a total line failure, as this is all in a day's work. However, at 9:30 a. m., when there were total failures on the Cincinnati and McKenzie circuits and partial failures on the Pittsburgh and Chicago lines, the testboard stood up and took notice and before long was even a wee bit excited.

The cause of the line failures was apparent; the wind velocity was increasing rapidly and it was later found to have reached a maximum of sixty-six miles per hour, with a sustained velocity of sixty miles per hour for five minutes. The wind was gusty in character and consequently did much damage to trees and overhead wires. Large plate-glass windows were destroyed and considerable property damage was caused in the vicinity of St. Louis. Two exhibition aeroplanes picketed in Forest Park were seriously damaged by the storm.

S.O.S. calls were flashed. They were immediately answered by District Line Inspector Vermillion, Section Linemen Peters, Odell, Reed and Rotton, with five helpers and a Southwestern Bell Company gang of eight men under direction of Foreman Miller. When this combined force reached the lines, troubles were not hard to find. Large green trees had been blown completely through the lead, breaking in places as high as five and six spans of wires.

Halves of trees and large green limbs were scattered along the wires practically throughout the area of the storm, and in all a total of fifty-seven poles in seven different sections had been broken off.

With the exception of the Davenport line failure, all the breaks occurred in heavy sections of line carrying from forty to sixty wires. While the damage was extensive, no particular difficulty was encountered in clearing the troubles, except that in places blocks had to be attached to trees to lift the heavy limbs from the lines. Two of the pole breaks were of a character which readily permitted jurying the line, but in one break of fifteen spans, the poles were shattered and the wires so badly broken and tangled that emergency cable was required.

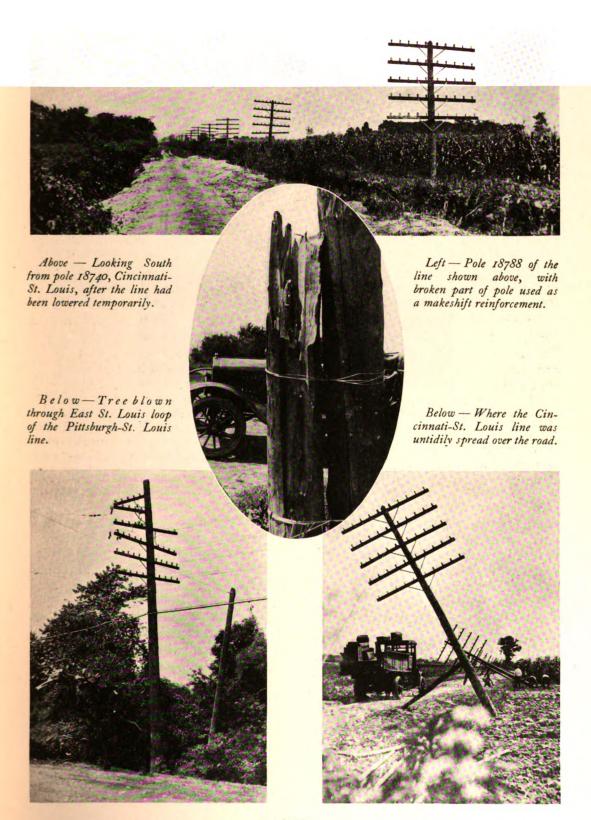
The restoration of service was carried on from the time failures occurred until 11:00 p. m., without stopping for meals. Even though Rotton was in the gang the longed-for call of "Let's eat, boys," was not heeded until 11:00 p. m. when the last big tree, three feet in diameter, had been removed from the line and service restored through all but two breaks.

At 12:00 midnight, the gang resumed work jurying the line at a thirteen pole break, completing the job at 4:30 a.m. By this time emergency cable had arrived by truck from St. Louis for the restoring of service through the last break. While the work of installing the emergency cable was in progress a heavy rain came up, but in spite of the rain and Illinois gumbo the work was carried on and complete restoration of service was effected by 8:00 a.m. The scattered troubles which remained were cleared by 10:00 a.m.

In addition to the tornado in the vicinity of St. Louis, heavy wind storms were experienced throughout the State of Arkansas causing two total line failures on the St. Louis-Little Rock line and one total failure on the Memphis-Little Rock line. These three failures were taken care of by the section linemen in Arkansas, and service was normal at 9:05 a. m., August 7, 1921.

It was a day long to be remembered at St. Louis: 189 line troubles—lived twenty-four hours—gone but not forgotten!





"WHERE IS JOPLIN?"

A Question Well Answered By Miss Myrtle E. Waterman, Joplin, Mo., Traffic

T seems a prerogative of the small office to feel important. To be 1,001 miles from headquarters doesn't lessen the privilege, if it is exercised consistently enough to become a habit.

From trafficker's viewpoint, when Mr. Stevenson pictured the original Long Lines office to the first General Assembly, also sketched the small office of today. The one - of - a kind office,



Picher, Oklahoma, the zinc mining camp of the Joplin district.

The "mountains" are mined rock from which the zinc
has been crushed.

one chief operator, one service observer, one messenger, one cashier, all personally acquainted, knowing what the office is working for and working enthusiastically toward that end. The small office knows its own people, but is just beginning to learn of the cousins scattered about the country.

Last November, when two of our girls went up to Cleveland during a shortage of operators, Cleveland treated them royally, but asked: "Where is Joplin?" We were thunderstruck! Here we had been saying: "Joplin, Missouri, is calling; please hold the line," for lo, these many years and it hadn't traveled as far as Ohio. At that rate, when would we be as important as we thought we were?

Thinking seriously on the subject, other offices may not know us either. Our vanity only slightly impaired, we take a deep breath and decide it really isn't your fault if you don't know all about us. Therefore we'll tell you.

Joplin is the gateway to the Ozarks, "The Land of a Million Smiles" (vacation bulletin). It is the hub of the

tri-state mining district, less than 200 miles south of Kansas City, more than 200 miles across the state from St. Louis (peg count data). It is the home of 29,999 hustling inhabitants, the possessor of several sky-

scrapers, averaging 6.75 stories each (slide rule), and many others not quite so much. It is the proud owner of the first auto fire department in the world (New York please note); has wonderful roads radiating in every direction, a by-product of former mining days when the lead and zinc went off to market and left huge piles of crushed rock as a monument to a dying industry.

Joplin with its fifty-year period of service in a state celebrating its centennial must look for its former thrills by visiting Picher, Oklahoma, the now typical mining camp. Telephone poles still exist, but cable is not unknown and hotel service no longer necessitates coming after breakfast and leaving before dinner. All in all, Joplin is a good town; it was named for a minister.

So much for Joplin town. Our part of Joplin consists of the Plant's two rooms



to the rear of the first floor, the Traffic's straight line and appendices to the south of the second, recreation on the third. And that's as high as we go.

The Plant is quite useful. It censors our mail, loans us supplies and fixes our switchboards. When not otherwise engaged, it teases fierce noises in little glass cages. Before sending our timidest girls to apply for a telegram, we warn them these noises are tied.

In a large office an operator specializes. In a small office, if you are much past the student stage, you can try anything. Usually you do the work you like best because your supervisor and chief operator is in close touch with your ability. You know what your office is working for and this gives an added interest to the work.

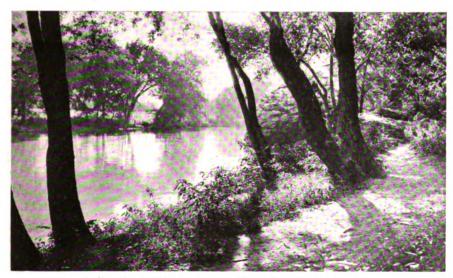
As an individual it is highly satisfactory to take a cottage in the Ozarks and roam the wilds, but when your called party is uxfc fishing trip, that's a different story! And when somebody away off calls somebody away down in the rambling, picturesque hills and you leave the good ol' circuits and stray off on some wayside where the fence posts

serve as supporters for the wires and the cows mistake the glass insulators for rock salt, then you hear Hazel or Katie raising her voice to its nth power in an effort to repeat the message. But rarely do you find the ticket in the cancels.

[Why won't someone place a call to Havana! We've nearly worn Cuba out looking at it.]

We have a question. Does a large office or a small office have the more interesting dope for bulletin boards? We think the answer is, both. One day Margaret Foster of Philadelphia said: "Association Bulletin Board." That was an idea! Peg counts came and peg counts departed and finally an Association bulletin board materialized. It works beautifully. The regular office board as the daily newspaper, the association board as the weekly magazine. So much for the answer of one small office.

We pause to calculate upon our fingers. Twothirds of the offices in Division 5 are small offices (size only). We haven't the fingers to arrive at the percentage for the other divisions. Maybe we've overestimated, but we have a feelin' they are numerous. There is one thing we miss and that is the excitement of arriving at the quantity of units or calories—which is it? for a healthy operator. But the large office misses the fun of applying the answer to the individual. There are the same elements of happiness in a small office as in a large one, only in the case of a small bunch it doesn't take so much yeast to raise the enthusiasm.



A glimpse of Ozark scenery in the environs of Joplin, Mo.



NDER favorable weather conditions, Association Branches 36 and 104, of Chicago, held their annual picnic at Spring Hill Grove, St. Johns, Indiana. Traveling by special train and automobile, a total of 600 members, their families and friends, attended. From the early arrival at the beautiful grove to the time that taps sounded, late at night, every minute of the day was enjoyed by those who were lucky enough to be able to attend.

Athletic events engaged the attention of all during the early part of the day. In these, Division Branch 36 was pitted against District Branch 104. The latter, burning with zeal to wipe out the stain of their defeats in former years, fairly outdid themselves, upsetting the chesty Division champions by the one-sided score of 33 to 8.

The baseball game was particularly thrilling when the District was at bat, which it generally was. Several promising careers narrowly escaped being nipped in the bud by the line drives and sizzling grounders propelled by the avenging bats of the District. How-

THAT CORKING

ever, in justice to the Division, it must be said that not a man of them faltered or hesitated—each took three healthy swings. The first was taken with an air of grim determination, the second with dogged desperation, and the third, in baffled fury. Final score, District 13, Division o.

Second in interest on the athletic schedule was the golf driving contest. It is depressing to relate that this event was nearly won by a visitor, whose name, it has been ascertained, is T. G. Miller, who hails from a village called New York. This individual was far in the lead until one of the home guard, with shoulders fairly sagging under the weight of Chicago's imperilled honor, shut his eyes, breathed a prayer, and drove the ball out of prohibition territory. It was a great moment.

The afternoon and evening were devoted to the delights of the dance. A surprisingly good floor, and an orchestra whose excellence was a result of careful planning, did much to add to the general



"The gang was rounded up to be shot; picture herewith."

CHICAGO PICNIC

success of this memorable occasion. Too much credit cannot be given the committee who so admirably arranged and executed the plans. The picnic was a considerable financial, as well as an enormous social success. As a visitor remarked to our general chairman, "This is simply another illustration of Bell System efficiency."

Our popular District Plant Supt. and his equally popular better half enjoyed this picnic to the fullest extent. The D.P.S., who is the originator of the annual picnics, did not have to carry the greater part of the load, as has been the case in previous years.

Did you notice the new babies? The committee seriously considered a Baby Contest, but couldn't find anyone willing to assume the responsibility of acting as judge.

Our General Plant Manager and Division Plant Superintendent stacked up against each other in the golf driving contest. Height and weight carried the ball farther.

The only sad feature of the day was that Rasmussen lost track of his two live pigs until too late to put them on the block. He sure made a killing, however, with his towels, rolling pins and bacon.

If any of the other branches of the Association want real, live, honest judges for athletic events, we can certainly recommend the bunch we had. No questionable decisions.

Doc Allen, Chief Testboard Man at Peoria, introduced the newly acquired Mrs. Doc to the picnickers. Doc says he had a royal time, and wouldn't have missed it for anything short of a storm break.

An ex-member of the Association, H. F. Mensch, carried off first honors in the sack race and the hundred yards, and captured third place in the gold driving contest.

Mrs. Starner again demonstrated that as a saleslady, she is unrivalled. She has a knack of coaxing the reluctant dollar from its hiding-place that is a joy to behold.

Too bad Mr. Wilcox did not win the washing-machine. He seemed anxious about it. Hope chest?

His face expresses awful woe,
As tragic as the grave;
For he is the fellow who didn't go
To the picnic that we gave.
His bleak existence now contains
A single ray of cheer;
His hope in life, as he explains,
Is the one we hold next year.

The Sum—Experience

You'd think that in a humming, teeming operating room, with the telephones aringing and the signals all abloom, where the edicts of big business take flight on wings of sound, where messages of happiness and messages that wound go speeding forth to leave their marks on lives remote and near-you'd think that themes for any pen would surely linger here. The truth is, Mr. Editor, I'm certain that they do, and every operator I think would say so too. I've often tried to prove it under slightly different guise, on an interesting connection that I have to supervise. But a voice there's ever present with, "A disconnect-release," or else the same one saying, "Take that ticket signal, please." So -reluctantly I close the key and answer Timbuctoo, who's calling in to say she's "W-H with 142;" and by the time I've finished that and answered on a flash, secured the line on two BY's, recorded dot and dash exactly where old T.B. 10 explains

that I should do, and then go back to Number One,—why, Goodness! they're all through.

The office folks are cordial and you'd really like to stay, now the clouds of strangeness have partly blown away; but back there at headquarters, behind a dense smoke screen, your chief is busy finishing some plans you haven't seen. So when Long Distance calls you and you get the message right, "Can you arrange your work to leave for Omaha tonight?" The urge to go is roused again and soon you're on your way, while schemes are circulating in your mind about next day. Then suddenly it comes to you, in meditation sunk, Great Scott! Land Sakes! Good Gracious! you forgot to check your trunk. The porter reassures you, it's as simple as a song; just telegraph back for it and they'll send it right along. Soon comes a merry session with that jolly sleeping car, where you toss and turn and wriggle, and groan with every jar. At last the night is over; your winks of sleep were few and your sunny disposition is entirely askew. Now when you view the scenery, you feel there's something queer, for nothing has a natural look, no signs you know appear. And sure enough you soon find out there's been a wreck of freight; we've had to make a long detour; we're just six hours late.

Well now, Mr. Editor, I think that I've rerevealed that my work has been in Traffic and mostly in the field, and while throughout, quite frequently, both heights and depths I've found, to other folks 'twould doubtless look like merely level ground; a new friend here; some service there; a well earned recompense; a hurt; a laugh; a tear; a song; the sum—Experience.—H. E. W.



General Committee, Judges and Starters of the Chicago Outing

Left to right, front—Messrs. R. A. Miller, Migrath, Le Vee, Haas (Chairman), Peters, Mitchell

and Carr. Rear—Nyberg, Allen, Kehnroth, Rasmussen, Germain, Flory, Church, Klekamp,

Benzing, Salisbury, Burkhardt, R. O. Miller, Quigley, Craig, Carroll and Berry.



Whaddya think? Long Lines forgot all about publishing this picture of our Association's Constitutional Assembly until somebody spoke right out and asked how come.

Hail the Brickbat!

MEMBER of the Long Lines Department's Constitutional Convention of 1919 good-naturedly calls our attention to the fact that so far the picture of that important assembly has not appeared in this chronicle of stirring events. He says, in part:

"Tain't natchell that we should be ignored. We are the people who first sprung the trigger that set the ball in motion for this baby Long Lines of ours. We are the people who put the Association on the map. We are the pioneers and pioneeresses, constitutional fathers and mothers of this Association. We are the ones who awaited patiently—after having cussed and discussed, vamped and revamped, hashed and rehashed, voted and testvoted, acted and counteracted—the final verdict, 'Well done.'"

Our heartiest apologies are due to the veterans. The oversight was unintentional.

We'll do our best to name all the folks in the picture, too, relying on our almost invariably trustworthy neighbor, L. S. Murphy, for the dope:

Front row, left to right—J. J. Frech, E. F. Krause, secretary, J. J. Lilly, F. N. Overlin, T. A. Springfield and C. G. Gorby, vice-chairman.

Second row—L. S. Murphy, O. La Brier, M. Connaughton, M. F. Foster, H. E. Beaudouin, chairman, G. Cook, G. Hess and W. Gibson.

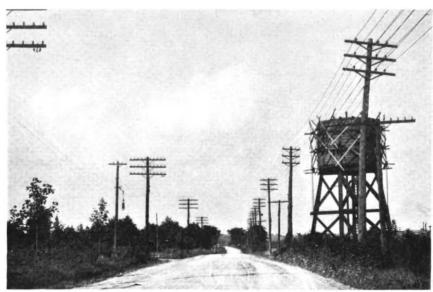
Third row—L. Boynton, L. F. Howard, E. E. Bobo, A. Smith, F. W. Bora, E. J. Padmore, Miss M. M. Stewart, stenographer, H. E. Miner, H. N. Beach and J. C. Greene.

Back row—H. M. Warke, H. E. Booth, H. L. Wlodeck, J. A. Daniels, B. C. Hurley, M. C. Adair, W. N. Reveley, H. M. Templeton and P. K. Houston.

The Flesh is Weak

One of the most annoying of our many faults is that of losing track of requests to return certain contributed photographs. If we have lately offended in this respect, we shall hope to hear of it.

Another is our inability to appreciate and print all the poetry we receive; and for this we cannot, at the moment, think of a single bombproof alibi.—Ed.



Near Charlotte, N. C.; a characteristic example of a high tension parallel.

Getting Together on Inductive Interference Problems

high voltage power supply lines were in use, but the development of the power systems toward the greater use of higher voltages and the increasing use being made of the highways by the power companies have made it necessary on the part of the telephone companies to give more attention to the problems arising from the physical hazards due to the crossings of the telephone line by the power line, and to the matter of inductive interference.

When a telephone line is paralleled by a high voltage power line, there is a certain amount of interference to the telephone circuits as the result of induction from the power circuit. This induction usually manifests itself as noise on the telephone circuits, the amount of noise being dependent upon a number of factors, among which are the length of parallel, voltage of power line, separa-

tion between the two lines, type of power circuit, etc. In times of trouble on the power circuit this interference and noise is apt to be considerably more severe than during times of normal operation.

The amount of noise, even though small, resulting from inductive interference due to a particular parallel is important on a long telephone circuit as it is probable that there will be other parallels which are contributing to the total noise in the circuit. The total resulting noise may then be very objectionable, even to the extent of making the circuit uncommercial, although the noise caused by each particular parallel apparently may not be serious enough to make the telephone circuit unfit for service when each particular parallel in question is considered as a unit by itself.

In some cases the interference under normal working conditions may be mitigated to some extent by cutting additional transpositions in the telephone circuits or transposing the power line, or both. While the noise may be reduced somewhat by transpositions they will not eliminate it entirely. However, the more satisfactory method is to avoid the interference by securing separation between the lines.

As both the telephone companies and the power companies are interested in using the highways to serve the public, they have a mutual interest in a solution of the problem of interference between power and telephone lines. With this in mind, a joint committee has recently been appointed to discuss this question with a view toward arriving at some general solution which will serve as a basis for consideration in future cases of proposed parallels. This committee is composed of representatives of the Bell System and representatives of the National Electric Light Association acting for many of the power companies, as follows:

Representing the N. E. L. A.-M. H. Aylesworth, Executive Manager of the N. E. L. A.; R. H. Ballard, Vice - President, Southern Calif. Edison Co.; W. W. Freeman, President, Union Gas & Electric Co.; Martin J. Insull, Vice-President, Middle West Utilities

Co.; R. S. Pack, Vice-President and General Manager, Northern States Power Co., personal representative of W. H. Byllesby; Gen. Guy E. Tripp, Chairman, Westinghouse Electric Mfg. Co.; O. D. Young, Vice-President, General Electric Company.

Representing the telephone companies.—Col. J. J. Carty, Vice-President, A. T. & T. Co.; B. Gherardi, Vice-President and Chief Engineer, A. T. & T. Co.; E. K. Hall, Vice-President, A. T. & T. Co.; B. S. Reed, President, Mountain States Telephone Co.

This committee has recognized from the start that to secure the solution of the problem it will be necessary for the representatives of the two interests involved to approach the problem in the spirit of co-operation and friendliness. It has also recognized that in specific cases when contemplated work, if carried out as planned would interfere with the service or plant of the other company, it is very desirable that the engineers or other representatives of the two companies involved get together well in advance of any construction work, to go over the plans for the proposed work and see whether some arrangement cannot be worked out to the mutual advantage of both companies.

In the past it has been the general attitude and desire of the telephone companies to meet the power companies in a co-operative spirit and to settle the difficulties fairly, taking into account

all of the circumstances of the case. This has also been the general spirit of the N. E. L. A. companies. The feeling is that the continuation of this policy will result in a harmonious understand-



High tension parallel and electric railway crossing along the Saratoga-Montreal line South of Glens Falls, N. Y.

ing between the interests concerned inasmuch as it is based on mutual fair play and a recognition of the need for an equitable solution of the problem.

Arrangements were made by the joint committee for a study of existing statutes, commission rules and regulations and court decisions which cover the question of interference. In addition, a sub-committee consisting of Mr. Pack

(Continued on page 42)

RADIO'S PLACE

How the Wireless Telephone is Supplementing the Wire System in the Broad Field of Voice Communication

System to build a telephone plant which would give universal service of the highest possible quality. In building up the nation-wide plant required to give service to the people in all parts of the United States, the solution of the technical problems arising in the business has at all times been undertaken in accordance with the thorough methods of scientific research.

The scientific laboratories of the Bell System, which sprang from a tiny work-room with but two workers, have grown until they employ 2,800 persons. In these laboratories—the largest industrial laboratories ever devoted to the application of science to human affairs—not

only has no effort been spared to develop wire transmission, but also the most careful examination has been made of every other recognized means of transmitting the human voice, especially the radio or wireless telephone. By the development of many different radio methods and systems, and the design and construction of different types of radio equipment during the past decade, the staff of the Bell laboratories has made numerous and very fundamental additions to the knowledge of this method of communication.

In this connection it may be pointed out that the first transmission of speech by means of electromagnetic waves was accomplished by Alexander Graham Bell, in 1880, with his so-called radiophone. Instead

of employing the long wave lengths with which wireless messages are to-day transmitted, this device made use of the very short waves of the visible spectrum, a beam of light being varied in intensity in accordance with the variations of the speech waves.

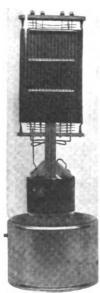
Turning to a consideration of the modern developments of the radio art, it will be recalled that the engineers of the Bell System transmitted speech by wireless telephone from Arlington, Va. to Paris and Honolulu in the autumn of 1915, thereby establishing the historic record for American engineers of being first to transmit the voice across the Atlantic Ocean. Furthermore, in transmitting the voice to Honolulu a long-

distance record was achieved which has not yet been equaled by others.

The Bell engineers had a notable part in solving the many radio problems which arose during the recent war, and designed many types of radio equipment for the American forces both for communicating with ships and with airplanes.

No commercial uses have yet been made of the Company's trans-oceanic telephone development because of the many practical difficulties which are involved in the application of radio, chief among which are the disturbances due to "static" and other interferences.

More recently, the first two wireless telephone stations available for public use have been erected on the California coast.



Vacuum tube used in recent installations.

These stations supply every-day telephone service between the Island of Santa Catalina and the mainland, and are an integral part of the Bell System so that a subscriber on the Island can call any number in Los Angeles, or in fact, any number throughout the entire Bell System. A submarine cable would give better and more economical service to the Island than the radio telephone, but manufacturing conditions growing out of the war were such that this cable could not have been obtained within the time desired. In view of this fact, together with the fact that the installation of a wireless system would provide valuable experience regarding the use of the radio telephone in rendering commercial service, the decision was made in favor of the radio system.

The Company has also performed extensive investigations into the matter of ship-to-shore telephony. For a year past, an experimental equipment has been maintained by the Bell engineers on the steamships Gloucester and Ontario in conjunction with their radio stations on the Massachusetts coast and on the New Jersey coast. Utilizing these experimental stations, they have conducted practical scientific investigations into the best methods of maintaining communication between ships at sea and the wire plant of the Bell System throughout the United States.

The progress made in this work is well illustrated by a demonstration given lately in honor of the delegates to the International Communications Conference, during which conversation was exchanged between Catalina in the Pacific Ocean and the S. S. Gloucester in the Atlantic. Speech was transmitted by radio telephone from the Gloucester through the New Jersey station, and thence by wire across the continent to Los Angeles, and thence by radio telephone to Catalina. More recently, apparatus has been developed whereby



All set to talk while flying, with a Western Electric radio telephone.

a single land station can maintain a different two-way conversation with each of three ships at the same time.

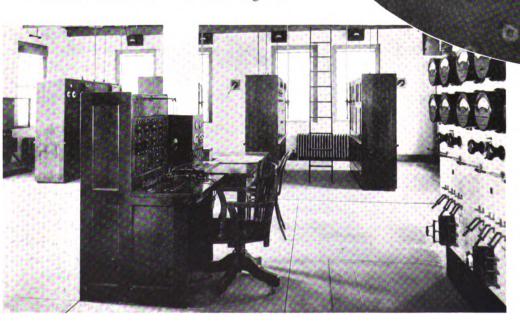
Still another achievement fresh in the mind is the joining of the overland wire circuit from Key West to Los Angeles with the new submarine telephone cable to Cuba and with the radio telephone to Catalina, to the end that speech was transmitted between an island in the Atlantic and an island in the Pacific.

The extensive experience of the Bell engineers in trans-oceanic and ship-to-shore radio telephony and in supplying commercial radio telephone service on the Pacific coast, has provided trust-worthy data whereby they can judge concerning the practicability of radio in the various fields in which it might be applied. Their studies show that the characteristics of wireless transmission are such as to make it particularly useful



as a means of supplementing the wire systems in those instances where, from the nature of the case, it is impossible or impracticable to employ wires.

Thus the broadcasting of information of general interest over land and water is a service which cannot well be rendered by wires and for which radio with its messages carried in all directions at the same time is exactly suited. The broadcast distribution of time signals



At top—Views of and receiving station Island, off the coast

Oval—Airplane a with radio sets, show proof helmets and tre

At bottom—The station at which comm is being conducted; and related equipm wireless towers and for the work.

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and weather and market reports to mariners, farmers, and the like, and the simultaneous dissemination over a wide area of important items of news is likely, as time goes on, to become one of the most important uses of radio communication in which both the radio telegraph and telephone will play their respective parts. For these purposes, the fact that the messages can be picked up by all who have proper receiving sta-

the radio transmitting n on Santa Catalina of California.

and aviators equipped ving the flyers' soundvansmitters.

Deal Beach, N. J., munication with ships bet, the operators' desk aent, and right, the buildings employed



tions, is clearly a decided advantage.

On the contrary, however, when radio messages are intended only for certain stations, the fact that they spread out in all directions, causing lack of secrecy, is a defect. For the distribution of press dispatches intended only for particular stations, radio could not be employed unless some method of preventing the reading of messages at unauthorized stations is obtained.

• •

In the transmission of news, speed is an essential factor, and while it is not impossible at the present time to put news dispatches in cipher by ordinary methods, the time required for encipherdeciphering makes and methods objectionable. Accordingly, the Bell research laboratories have worked on the problem of applying to radio telegraphy the quick cipher or secret method of wire telegraphy which their engineers developed and which was used with marked success upon wires by the Signal Corps during the It is a secret means of telegraph communication, and while the ciphered message may be heard at all radio stations, it can be interpreted only by those who have the cipher apparatus and key. This instantaneously enciphers the message at the sending end and deciphers it at the receiving end, where it appears immediately in printed page form ready for use. The work done upon this system of secret telegraphy by the engineers of the Bell System promises to be generally available and for the benefit of radio telegraphy.

The Bell engineers have also attacked the problem of privacy in radio telephony and have given an experimental demonstration of a method which they have devised, whereby ordinary receiving stations can hear nothing but unintelligible sounds; yet at all stations equipped with the necessary apparatus and in possession of the requisite operating information, the spoken words can be understood.

Before the advent of radio, there was no very effective means of communicating with ships and other moving stations, and it is by virtue of the inherent characteristic of all radio messages—that they spread out in all directions—that the wireless telegraph has greatly increased the safety of travel at sea, becoming a blessing to the mariner and to those who entrust themselves to his care.

In the future, it is expected that the wireless telephone will also play an important part in this field in which the wireless telegraph is now of inestimable value. As noted above, the developments necessary to this end have been carried well toward completion by the Bell engineers, and when certain problems, largely commercial in their nature which are peculiar to ship-to-shore telephony, are disposed of, the wireless telephone will serve to put ships in communication with the telephone lines on land to the same extent that the Island of Catalina is now connected to these lines.

***** •

In addition to its uses in navigation, the wireless telegraph has taken its place beside the submarine cable as a means of trans-oceanic communication. In this field, the wireless telephone is expected to play its part, for while it is possible to signal by telegraph through the trans-oceanic submarine cables, it is not possible to talk through them.

The wireless telegraph finds its best field across large bodies of water such as the Atlantic and Pacific Oceans where the only wire communication possible is by means of submarine cables. Across the oceans the relative advantages of the cable and the radio are difficult to appraise. Each has advantages over

the other, and each has its disadvantages, and each is successfully carrying its share of the international telegraph traffic of the world.

While the radio telegraph does not function as successfully over large areas of land as over corresponding areas of water, the telegraph wire cable over land is vastly more efficient than is the submarine cable of an equal length. The submarine cable consists of one conductor, whereas

the land cable, although less than three inches in diameter, may carry as many as 600 conductors. Such a cable, when constructed and operated in accordance with the latest scientific discoveries. can be made to carry 5,000 telegraph messages at one time, as compared with only two messages carried at one time by the submarine cable.

While the number of land cables may be increased without limit and can carry traffic far in excess of that which ever will be required, the number of messages which radio can carry at one time is distinctly limited due to the fact that each radio message tends to spread out in all directions, thus traveling through the

same region in which many other messages are traveling. As has been aptly said, the ether is a universal party line constituting a single conductor which must be used in common by all the world.

Although ingenious methods have been devised whereby the number of simultaneous radio messages may be largely increased, the ether can at best carry only a small portion of the total world traffic. The best field of radio is for long distance trans-oceanic communication, for broadcasting, for the radio compass and for auxiliary radio fog signals given out by lighthouses, for innumerable military and naval purposes, and for transmitting messages to and from moving stations and between places where wires are not available. When all of these necessary services are fully provided for, the capacity of the ether for conveying messages simultaneously without interference will be taxed to the limit.

Thus the characteristics of radio messages, causing them to spread out over large areas and enabling radio to be of inestimable service in certain fields, stand in the way of its extensive use on land where it is possible to provide wires which are nothing more or less than pathways for guiding or directing the electric waves in the ether between any desired points, however numerous they may be or wherever they may

be situated. By means of these wire guides, millions upon millions of messages may be carried simultaneously without interference with each other.

It has often been said development wire, the discovery that wires can be used to guide the ether waves would be considered one of the marvels of science. By their use, the otherpathways, flashing thousands of messages to and fro under our city streets allotted whether

that, had the course of scientific been reversed so that radio transmission preceded transmission by wise uncontrolled ether waves are caused to follow any predetermined without the slightest interference, each message following its course,

through the intricate structure of a thirty-story office building, or to the far side of the continent, there to be received by him—and him alone for whom it is intended.

The natural characteristics of radio and wire transmission are, therefore, fundamentally different. Each is performing a service for which the other is unsuited and each is supplementing the other to the end that all important needs for communication are being provided for as rapidly as they arise. For the large amounts of traffic on land, which must be handled with certainty and a minimum of cost, the use of wires is necessary. But as an agency for communicating over wide stretches of water, with moving conveyances generally, for a host of maritime and military purposes, and for the broadcasting of information, radio to-day is rendering services of the greatest value, and all considerations point to the conclusion that in these fields its use will become of ever greater importance.



Telephone offices at Long Beach, Calif., with antenna of the Catalina Island radio installation.

MR. CO-OPERATION MAN

By L. P. Van Houten, St. Louis

War, modern artillery development had arrived at a point where it could be utilized most effectively in conjunction with the infantry. Such combined action necessarily required the closest co-operation between small units that had no means of official co-operation except through high officers. These officers were already overburdened. To fill this exigency, the "liaison" officer, or in other words, the co-operation officer, was developed.

His was a peculiar position, for which he had neither precedent nor rule to guide him, but in general he made good with a tremendously big "G." His requirements were severe; a knowledge of at least two branches of the service, including technical parlance and what not, as great if not greater, than the officers in the respective branches he was endeavoring to unite. Any lack on his part was reflected by the casualty list. Not only artillery and infantry were thus united, but after the idea had developed it spread rapidly until within the forces of any one nation all units were effectively knit together. Still further, the earlier disasters of the Allies proved to be largely due to lack of effective co-operation between units of different nations. The same remedy again effected a miraculous cure by so welding the ends of the lines of separate nations' forces that the point of junction could not be detected by the enemy except at great cost.

• • •

Today we see something similar being applied to our Long Lines Plant Department and we hope the result will be as effective as in the military application.

Long Lines Plant service produces two things—quantity and quality. These are the fundamentals that a Traffic service utilizes to bring in revenue. Splendid as is the organization of both Plant and Traffic there have been many cases, some of which can be recollected by every employee, in which the Traffic did not utilize the facilities at its command to the utmost. On the other hand there are the cases that every chief operator can cite, in which the Plant has failed at a crucial moment.

*** * ***

The three fundamentals of this service as seen at present are: to supply to the Traffic the utmost quantity and quality of service at the command of the Plant; to supply the Plant with the best observations possible of the service given, thereby enabling them to eliminate many petty troubles that are easily overlooked; and probably most important, to supply information to all officials, both Traffic and Plant, as to the instantaneous condition of the circuits controlled by any particular office.

The first service can only be given by a continuously operative follow-up of all troubles that develop during the course of a business day, with a view to reduction of lost circuit time. The second can be furnished only by an extensive series of observations of actual service rendered between the terminals of individual circuits. In these observations much care must be exercised to attribute to its proper source each irregularity observed, and, in addition, as it is instantaneous conditions that are most desired, the observer must have a very wide acquaintance with telephone service, so that there will be no question about any observations

taken. The third service is merely a minute-to-minute digest of both of the above. It must be as nearly correct as possible, always remembering that there are factors in the report that are constantly changing, so that at best it is but an index to the true conditions.

This, as we see it, is the service of the Plant man in our test rooms, whose duty it is to zealously guard our telephone circuits. The extent to which he fills the need, however, is dependent upon the extent to which his data are utilized, so don't hesitate to familiarize yourselves with his wares. They are yours for the asking and should be of value to every wideawake telephone employee.

Books You Might Like

In Which We Try Out the Suggestion of One of Our Readers

We once knew and disliked a girl named "Alice Adams," and so started Booth Tarkington's book of that name with a prejudice. Perhaps we have too much Alice Adamism in us. At any rate, soon after starting the story, we were all sympathy for Alice. Tarkington tells a story, pathetic in its realism, of a girl to be found in any American town.

Never interested in Africa we used to shrug our shoulders when the name was mentioned, thinking, if any, of cannibals or pyramids. In his "The Man Who Did the Right Thing," Sir Harry Johnston tells a fascinating tale of romance and adventure in this big, but little known, continent.

We liked "Half Loaves," a story of the early married life of two American girls, by Margaret Culkin Banning. Although perhaps we shouldn't, we can't help liking Fliss because of her everlasting "pep" and "push." As for the other girl—we're supposed to like her.

"Coquette," by Frank Swinnerton, in spite of its French-sounding name, is the story of a Londoner, and a mighty interesting one, too. It has occasioned considerable comment. We liked it. Its appeal to a friend of ours may be judged from the following review in what we are assured is Verse:

Frank Swinnerton's new book "Coquette"—
Points out a moral duly:

"She whom ambition doth beset,
"Whose morals wax unruly—
"Let her take care, lest by her dress
"She measure failure or success."

Take Sally Minto, for example,
Arrayed in rags and patches,
She sets her mind to be a vamp. Well,
Schemes her brain then hatches;
She alters hair, dress and complexion—
See how complete is her defection.

But Toby's love makes purpose swerve;
It steps in at this minute
And knocks ambition for a curve.
Hope's wrecked, with Sally in it.
She gives up; and, though she may own a
Host of glad rags, dons a kimono.

And now things rapidly get worse;
Her marriage without love soon cloys on Sally. She won't be a nurse,
And starts to feed her husband poison.
But Lover Toby murders Gaga,
And drowns himself. So ends the saga.

Clothes make the man, the woman. Look, And by its wrapper judge this book!

A. W. Kirkaldy has written a book called "Wealth—Its Production and Distribution." It tells the story of economics in what we think is a very readable way.

(Continued on page 32)



Association Ac- and Fes-tivities

New Office Opened for Association



Miss Meusburger

HE long felt need for some kind of a headquarters for the general affairs of the Employees' Association has been satisfied in the recent opening of the office of the Secretary of the This office is under

General Assembly. This office is under the direction of the Secretary-Treasurer, J. B. Drake, of Buffalo, N. Y., and is in charge of a paid assistant, Miss A. B. Meusburger, formerly of the Long Lines Employees' Benefit Department.

The office is located on the seventh floor of the building at 172 Fulton Street, New York, which is known as the annex to the Telephone and Telegraph Building and adjoins the 195 Broadway building. Preparations have been made for handling a variety of work besides the regular secretarial duties, among which is that of acting as a personal service and information bureau for out-of-town As-

s o c i a t i o n visitors. Ample room has been provided to accommodate special c o m m i t t e e meetings and conferences and facilities and information are available for assisting them in their work.

The general

purpose of the office is well summed up in a circular letter of August 31, issued by the Secretary-Treasurer of the General Assembly to the secretaries of all Association bodies as follows: act as a clearing house for the receipt and dissemination of information of interest to the field; to provide a place for committee meetings with information available for their use; to do duplicating and mailing work for the General Assembly committees and for branches which are without the facilities to handle such details, especially the Equipment, Line and Cable Construction Branches in any Division."

A complete stock of all Association blanks and stationery is maintained and these supplies may be ordered from this office as required.

It is believed that the fullest co-operation throughout the Association will make this office a most useful one.

Division 5 Speaks

Our Division Council meeting was held in the St. Louis Division Office, August 22nd to 24th, inclusive. General Association activities and problems of each Branch were discussed and plans were made to launch the "Division Five Cheer-Up Club." Through

Club." Through this Club newsy items and words of cheer, boxes of good things to eat, magazines and books, will be sent to any of our people who are absent, due to illness, for extended periods.

But speaking of thrills, ask our delegates about their evening spent at Forest Park Highlands.



You might not think it from the costumes, but these gentlemen compose the ball team of Minneapolis Branch 55.

Greetings from Atlanta

THROUGH Long Lines the Division Council, Plant Department, Division 3, extends greetings and the hand of good fellowship with the spirit of co-operation to both the employees and management throughout the Bell System, and wishes success to all.

Our regular semi-annual meeting was held at Atlanta, Ga., August 22nd to 26th, inclusive. All branches in this division reported widespread interest in both the Association and magazine, and that regular monthly meetings of all Branches are being held, also that the executive committees of various Branches hold regular monthly meetings with repre-

On Wednesday, August 24th, the Joint Council were entertained at dinner by Plant and Traffic officials. After extending the management a vote of thanks for the cordial reception given the members and further pledging themselves to do all in their power to further the interests of the Association and the Bell System, the meeting adjourned.

Minneapolis Holds Yearly Joy Fest

Minneapolis Plant Department employees, accompanied by wives, kiddies and sweethearts, staged their annual picnic at Big Lake, one of Minnesota's back-to-nature resorts.

The bunch, laden with good things to



"And this picture," states our genial Minneapolis client, "of course represents the whole bunch."

sentatives of the management and that a better understanding exists than at any other period in the history of the Bell System. A number of questions of a local nature were taken up and settled satisfactorily to all concerned. Nothing of a general nature was discussed.

Two joint meetings were held with the Traffic Department and it was the consensus of opinion that satisfactory progress was being made in the Association.

eat, radiating enthusiasm, good will and joy over the prospect of a day in the open, made the two-hour trip from Minneapolis in automobiles.

Lunch was served immediately after their arrival, after which the afternoon was devoted to bathing, boating and kitten ball. The feature of the athletic program was a ball game between a team composed of Plant men opposed to a local aggregation. As usual, our men won, 10 to 3.

Division Plant Council I Meets

DIVISION Plant Council I, Association of Employees, convened in regular semi-annual session in New York. The meeting was called to order by President Loeber, twenty-two delegates answering the roll call. Delegates Rose and Fischer were absent and were represented by Alternates Lennon and Ivens.

During the four and a half days' session many interesting matters were discussed. Division Plant Superintendent L. R. Jenney welcomed the delegates on the opening day of the session and afterward addressed them informally.

The officers of the Council are: J. W. Loeber, President; S. A. Bowman, Vice-President; W. L. Raby, Secretary-Treasurer. Executive Committee: J. W. Loeber, Chairman; C. C. Murray, G. T. Stokes, S. A. Bowman and P. J. McCauley.

The members of the Council appearing in the photograph on this page are:

Front row, left to right—L. R. Jenney, S. A. Bowman, J. W. Loeber, W. L. Raby, Miss Moore (stenographer), J. T. Phipps.

Second row—J. Lennon, H. E. Riley, G. T. Stokes, J. E. Moran, P. J. McCauley, E. H. Hayden, C. J. Johansen, L. B. Keyes, V. Buhl, J. M. DeFreytas.

Back row—H. E. Rotthaus, J. R. Dustan, C. C. Murray, Frank Dewey, J. B. Drake, J. M. Connell, J. Ivens.

Books You Might Like

(Continued from page 29)

Books like "If Winter Comes," by A. S. M. Hutchinson, are few and far between nowadays. We intend to own this book and read it often. In fact, we could hardly refrain from marking many places in the copy we had from the library.

Henry Kitchell Webster tells an amusing story of a movie star and a great violinist who run away together for a bit of "Real Life," which, fitly enough, is the title of the book.

The history of the Chicago grain market, its organization and its operation are given in a book by James F. Boyle, entitled "Speculation and the Chicago Board of Trade." In view of the recent condition of the grain market, the chapter on price-making forces is especially interesting.

A new edition of "The Work of Wall Street," by S. S. Pratt, gives an account of the functioning of the stock market.



Division Plant Council I at its recent meeting in New York.



Kentuckians who took an intensive operating course at Louisville.

Louisville Ladies Entertain

HEN it comes to giving a successful euchre and lotto party the girls at the Louisville, Ky. office are past masters of the art. This fact was demonstrated recently when they gave one in honor of seventeen of the associated company's employees who were here from all parts of the state to attend a course of instruction in our method of handling traffic.

Mrs. Cowles, wife of our Assistant Superintendent, carried off the first euchre prize. Miss Mary Burkey, sister to our Chief Operator, won second, and H. H. Murray, Traffic Supervisor of the Cumberland Company, got the booby prize, a package of chewing gum. Miss Lillian Organ, instructor, won first prize in lotto, Miss Josephine Perrelli, operator, second, and Miss Kelly, Chief Operator from Harrodsburg, Ky., carried off the booby prize. After both games were over, refreshments were served and then followed dancing.

During August an intensive course in outward, inward and through operating, recording and supervising, was conducted at the Louisville office. This class was attended by seventeen chief operators, supervisors and instructors, representing fourteen of the principal offices of the associated company in Kentucky. This gathering was a profitable one, as, besides the benefits derived from the course, opportunity

was afforded for the making of cordial personal friendships.

The photograph shows the "Who's Who" of this class, with the exception of Mrs. Whittaker, of Harrodsburg, Ky., who was unable to be present when it was taken. Those in the picture:

Top row, left to right—Mrs. Roberts, Paducah, Ky.; Miss Downs, Paducah, Ky.; Miss Howard, Paris, Ky.; Miss McCord, Winchester, Ky.; Miss Chambers, Frankfort, Ky.; Miss Traeger, Louisville, Ky.; Miss Vest, Atlanta, Ga.; Miss Lear, Louisville, Ky.; Miss Connaughton, Louisville, Ky.

Second row—Miss Gibson, Owensboro, Ky.; Miss Larkin, Louisville, Ky.; Mrs. Cowen, Henderson, Ky.; Miss Gooch, Danville, Ky.; Miss Marshall, Georgetown, Ky.; Miss Powers, Richmond, Ky.; Miss Gaitskill, Mt. Sterling, Ky.; Miss Richey, Glasgow, Ky.; Miss Kelley, Harrodsburg, Ky.

Front row—Miss Puckett, Shelbyville, Ky.; Miss Hatcher, Bowling Green, Ky.

Resigns to Become Sister of Charity

Miss Catherine Scott, Senior Supervisor, Pittsburgh, has left the Company to enter St. Joseph's Academy, Seton Hill, Greensburg, Pa., to become a Sister of Charity.

Miss Scott's disposition and manner of doing things won for her the admiration of the entire Pittsburgh force. On leaving she was presented with a handsome watch.

Richmond's Perpetual Picnic

REAT!
isn't it?
Traffic
Branch 32 of the
Employees'
Association
thinks so, and they
are ready to tell
the world that the
"Chatterbox" is
the most popular
place in the vicinity of Richmond,
Va.



When Division Traffic Supt. Wadham was entertained by the Richmond girls.

The Chatterbox is the name of a cottage on the bank of Falling Creek, and Falling Creek is the name of a little stream that musically wends its way through a beautiful valley about five miles south of the city of Richmond, on the Petersburg car line.

With its surrounding grounds it is rented by the employees of the Traffic Department at Richmond and used by them as a place of recreation and rest. To this spot of beauty and comfort they can go when the day's work is done and enjoy life near nature's heart. Here, too, they can spend week-ends and vacations, and entertain their friends.

The camp consists of a four-room cottage surrounded by a screened porch eight feet in width. There are plenty of

couches and hammocks and the girls can sleep in comfort unmolested by mosquitoes. The grounds surrounding the cottage are suitable for tennis and other outdoor sports.

Then there is the old swimming hole! Within a

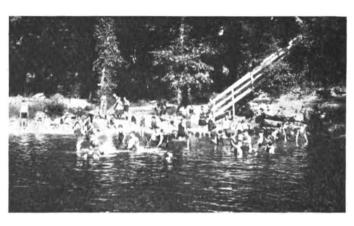
The whole Richmond bunch takes to the water.

short distance of the cottage there is one of those ideal spots such as poets rave about and artists endeavor to put on canvas; a real pool chiseled in granite by nature herself.

The idea of a camp at Falling Creek came to life in June of 1920,

when the Company gave a picnic there. All last summer and last winter they worked to get money to have a camp, and this June they paid a year's rent in advance. The money was raised by dues, benefit dances, raffles and contributions from friends in the Plant Department. Some suggestions and help from the Chief Operator, Miss Dew, and the Traffic Superintendent, Mr. Brown, helped to make the crowd happy and comfortable.

Early in July the Richmond girls gave at the camp a farewell party to E. B. Holden, Chief Testboard Man, on the occasion of his transfer to the general office. Ask Holden if he had a good time. He is always welcome at the camp.



Later, during the first week of August, they entertained J. P. Wadham, Division Traffic Superintendent, of Philadelphia. "If he enjoyed it as much as we did," say his hostesses, "we know that he was happy. We think he likes Virginia fried chicken, too."

Two of the girls spent their vacation at the camp and they report the best

vacation ever. would too. Imagine, if you can, being awakened in the morning by the twitter of many birds, and opening your eyes to the silver light of a glorious dawn, and then watching the sun rise from behind the blue mountains in the dim distance; and then a quick plunge in the clear depths of the shimmering pool and back to a breakfast of pancakes and 'lasses. A whole long day in which to do as you please.

And then the evening. To watch the rose of sunset fade into the soft gloom of twilight and then merge into star-

shot moonlight, and at last to lie down and be lulled to sleep by the drowsy hum of insects to the accompaniment of the rustle of leaves and the melody of tumbling waters.

"We have open house for all our friends," is the girls' message, "and we are looking forward with pleasure to visits from some of them. We are proud of our camp and we want to share our joy with others. Come see us, and we will treat you all right well."

At Ohio State Fair

The Bell loud speaker was one of the features at the Ohio State Fair, August 29th to September 3rd, at Columbus. Governor Davis delivered his address on Governor's day, September 1st, through the system installed for the occasion.

Shifts in the Line-Up

H. J. Brandt has been appointed manager of the Benefit and Medical Department for the Long Lines Department.

Traffic

Regina Murnane, New York, appointed Acting Welfare Supervisor.

Margaret Tiedemann, New York, appointed

Acting Chief Stenographer in District Office.

Marguerite Nickel, Junior Service Observer, Pittsburgh, to Service Observer.

Emma E. Cochran, Senior Operator, Pittsburgh, to Junior Service Observer.

Margaret R. Aldrich, Operator, Brushton, to Junior Service Observer.

Emma M. Heeney, Assistant Chief Operator, Philadelphia, to Division Office.

Elsie M. Forslund, Senior Operator, Chicago, to Supervisor.

Florence Herron, Supervisor, Cleveland, to Assistant Chief Operator.

Wilhelmina Ditmar, Stenographer in District Office, Cleveland, to Stenographer in Division Office.



Chess enthusiasts of the several departments of the A. T. & T. Company in New York City got together last spring and formed a chess club. The membership was opened to employees in all the departments of the Company in the city. To date there are about sixty-five in the club, of which number forty-seven are members of the Long Lines Department.

R. T. Black, champion of the Brooklyn Chess Club, played a simultaneous chess match against eleven members of the A. T. & T. Company club. The Brooklyn champion came off with eight victories, two draws and one defeat. R. J. Egner, Long Lines Engineering, administered the defeat, while J. C. Bussereau and F. H. Knauff, of the same department, succeeded in drawing their games.

After such a good start, the outlook is bright for a successful season this winter.



The old swimming hole at the Chatterbox.

Phoneton-Beaverdam Get Together

Returning the courtesy shown them when they attended the Beaverdam picnic mentioned in a previous issue, the Phoneton branches, both Plant and Traffic, at a recent picnic entertained a number of Beaverdam people and their families. The travelers rolled in about eleven a. m., and escorted by Phoneton machines proceeded to the Bethel centralized school grounds where the eats were being prepared. The baseball grounds became the chief attraction later, where the Beaverdam team had to put up a stiff fight to win. Out of

town visitors, other than those from Beaverdam, were: L. J. Harter, District Plant Supt., Cleveland; G. N. Dewitt, District Line Inspector, Columbus; Ralph Russell, Chief Testboardman, Columbus, and L. E. Miley, Senior Equipment Man, Columbus.

The Traffic girls of Branch 114, Beaverdam, and a few members of Plant Department enjoyed a weinier oast and marshmallow toast at Schumacher's Lake, Friday evening, August 26.

Denmark Dives, Dines, Dances

A sho' nuff picnic was pulled off by the Traffic people of Denmark, S. C., at Hollmans Bridge, six miles from town. The first truckload left Denmark about 8:30 a. m., and after a forty-five minute ride all were safely deposited on the banks of the South Edisto River.

A few who did not care to try the deeps compromised by sitting near the water's edge, snapping the bathers as they splashed. There were many stunts, the most noteworthy being the high dive of Miss Velma Woodward.

At two there was a shift of the force, and the story of the morning was

repeated with additional pep, with races on the warm, white sand, water baseball, high-diving, canoeing, card playing and kodaking.

The first truckload left for home promptly at sixthirty. About four miles from town the exhaust pipe of the faithful "Ole Bumper" rebelled, calmly went dead in a most friendly mosquito community. A passing car picked up two of the men who brought out a second truck. Weary, sunburned, but in a state of blissful



Above, the Phoneton, and below, the Beaverdam baseball outfits. Sorry we don't know all their names, too.



happiness the crowd was safely back in town by nine o'clock.

Memphis Folk Frivol

The annual picnic of the Memphis Branch of the Association of Employees was held at Overton Park. Employees of the Traffic and Plant Departments participated.

Supper was served at six-thirty at the picnic grounds. Good things to eat? Well, you should have been

'Most everyone had to try the swings, and everybody gos-

siped around 'til the

music arrived, when all joined in the dancing. When the happy crowd embarked for home, they declared that once a year was not often enough for these get-togethers.

Did the 'Coon Enjoy It?

Members of the Onondaga Valley, N. Y. office, Plant and Traffic Departments, took part in a real old-fashioned corn roast and 'coon hunt, held at the summer cottage of F. J. Stafford on the beautiful shores of Tully Lake.

The popular phrase "Ain't we got fun?" was the utterance of every member of the party as each one filled him or herself chockful of hot dogs, as big as your wrist, rich yellow corn roasted to a delicious crisp over a crackling log fire, and coffee, real Java, which even a Volsteadian couldn't resist. Afterward,





Misses L. M. Priddy and L. F. Jones, A. C. O. and C. O., respectively, at Memphis. Above—Messrs. Harrell, Holt and McDonald, same place.

while preparations were being made for the hunt, many of the folks cracked jokes and told stories, while others went bathing.

The quest for the 'coon would be too long a story to be told here, so just form your own mental picture of a dozen telephone girls and an equal number of Plant men, armed with sticks and other weapons, chasing their prey through the woods and fields and over the hills on a moonlight night. (The report fails to state whether the hunt was successful or not. Having had a wild experience or

two of this kind, however, we respectfully place our large and constantly growing (!) roll on the 'coon.—Ed.)

The Trick of Saving

(Continued from page 7)

regular savings reach an amount in excess of the payments on his alloted number of shares, in order to reinvest this excess amount he must do so by buying stock in the open market, or in some other way keep his entire dividends invested in eight per cent securities.

The purpose of this article is to induce our employees to participate, on as large a scale as possible, in this systematic savings plan of the Company. The writer feels that any person having started and saved by this plan for several years, even until his dividends exceed the amount which the Company will allow him to reinvest in stock, will by that time own a fair little block of stock representing the first milestones on the road to success. He will also have learned the trick of saving which will carry him over the rest of the road.

ONG INES OCTOBER, 1921

Three Representatives at Silver Bay Meeting

With the Industrial Department of the Y. M. C. A. acting as host, an industrial conference was held at Silver Bay, Lake George, N. Y., September 1-4. L. S. Murphy, representing the management of the Long Lines Department, and S. V. Adkins and E. J. Padmore, elected by the Executive Committee of the General Assembly, attended the gathering, the theme of which was "Human Relations in Industry."

In the membership of the conference there were represented managers and superintendents, employees, econ-

omists, labor leaders, students — all giving their time, thoughts and experience toward determining the methods of a chieving sound industrial relations.

A noticeable feature was the spirit of tolerance and the evident sincerity of those present. It was obvious that the successful accomplishment of co-operation between employer and employee must start with the sincere desire, on both sides, to co-operate in working out their problems.

To those who represented the Long Lines Department it was grati-

fying to learn that the plan of our Association of Employees was the equal of any of the plans described and the superior of many. Our plan seemed unique in one respect: It was the only one described which was formulated exclusively by the employees at the invitation of the management.

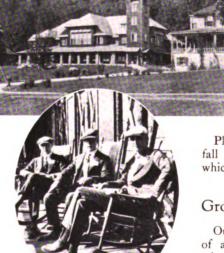
Summed up, the conclusions of the conference were that the key to the situation is the three C's: Contact, Confidence and Co-operation—a conclusion reached long ago by our management and employees.

New Members for Washington

At the September 8th meeting of Branch 40, Washington, twelve new active members and one new honorary member were received. Ten of these were from the District Office. Branch

40 now has four lady members, of which Mrs. Boarman of Brookland is the dean, the other three coming from the District Office. Total membership, 41 active, 4 honorary members.

Plans are under way for the fall and winter activities in which all are interested.



Messrs. Murphy, Padmore and Adkins at the Silver Bay conference. Above—the auditorium where the meetings were held.

Grounds for Complaint

Our Florida dispatches tell of a transmission desk man who is given to beach promenading at night. One morning after a night on the beach he called on a tenth floor subscriber to do repair work and looked around for a ground to help him find the wires he sought.

Nothing suitable appeared. His renegade thoughts whispered that water would make a fine conductor. Seizing the wooden drain bucket beneath the water cooler, he thrust one cord of his receiver into it . . . and then blamed the lack of result on his receiver!

Jimmy Speaking



"You c'n keep cool in Washington if you dress right," says Jimmy.

"TO, Long Lines, Jimmy speaking.

"Uh-huh, tha's me, Jimmy Washington.

"Y' betcha, we're strong fer you, Long Lines— 'n I got four teeth.

"Lissen kid, th' District Plant bunch's here now.

Knew that, didn't cha? Fine bunch.

"Sure. Supt. Albrecht's the bossman. Talked to the Association 'tother night. Some talk. Some Supt.

"Say it with flowers, Long Lines. Say

it with flowers.

"Yeah, ever'body's been vacationed. All back but George Campbell and John Humer. John's up Harrisburg way and George? Well, you know George; I ain't sayin' 'bout George.

"Pictures? Well, here's John Barr, of Dumfries. Been with us since 1895 and at Dumfries since 1903, an' goin' strong. Ever'body knows John Barr.

"Yeah, we got Laddie Boy. Uncle

Joe Cannon too.

"No, not George Cannon's uncle. Uncle Joe, of Dan-ville, Ill.

"Uh-huh, Warren G. an the boys on the Hill.

"Yep, Potomac River's here. Gotta use a vacuum cleaner on it now to get the dust off since Mr. Volstead functions.

"Dry? Dry? Why, Long Lines, you make me laugh.

"G'bye, Long Lines. See you later. Best regards."

-HARRIGAN.

Young Cyclone in Virginny

"We certainly have had some serious line breaks in this territory recently," writes E. R. Albrecht, Washington. "Our most recent one happened when we lost a total of fifty-four wires on our two lines from Washington to Richmond as a result of a young cyclone let loose just north of Fredericksburg, Va. The trouble occurred after five o'clock at night and temporary repairs were completed during the following day.

"We were all so busy that no one thought of sending a camera to the break so that I have no pictures to show you the extent of the damage. We did, however, remove about forty-five trees from the two lines, from which you will see that all the men were kept extremely busy. During the evening and following day we also experienced quite a heavy rain and electrical storm.

"One of the linemen was hit by lightning when on a pole and knocked temporarily unconscious. The two men who were working with him at the butt of the pole expected him to drop at any minute and were jumping around with his swaying body in order to be in a position to catch him if he fell. Fortunately, however, the lineman regained consciousness without pulling his spurs

out of the pole and was able to climb down the pole unassisted. We had a Chesapeake and Potomac Company gang help us and everybody did a rattling good job under severe conditions."

"Here's John Barr of Dumfries; been with us since '95."

Another Contributor Ruined

Young Lochinvar Swift Crosby, of New York (our own Slyb Sorc) went and captured a bride in Atlanta the other day. The wedding was such a swell affair that puffed rice was used.

PROVINCETOWN

By Mrs. Frances B. Thomas, New York Commercial

PEAKING of vacations, have you ever been to the quaint Cape Cod village of Provincetown?

The trip to Boston via the Metropolitan Line—through the Canal—is a comfortable way to go and gives you the joy of a good night's rest instead of a tiresome train trip with its dust and heat.

The first thing that attracts the eye on approaching Provincetown by Cape Cod steamer from Boston, is the splendid memorial monument commemorating the landing

of the Pilgrims at Provincetown. The monument is a copy of the Campanile at Sienna, Italy. It is of gray granite and stands on a hill overlooking the town and from the top a wonderful view may be had of the harbor and town.

But the painters of Provincetown are its unique feature. The story goes that when the war broke out the artists could not go to Europe, so they selected

Provincetown and flocked from everywhere to set up their studios in any old cottage of the former fisher-folk they could secure. They even descended upon the fish houses the old wharves,



A typical painter of Provincetown.

turning them into the most picturesque places by means of window boxes of bright colored flowers, the hollyhocks in tall rows around them and vines anywhere and everywhere they would grow. And nowhere does the hollyhock flourish as it does at Provincetown.

The painters of Provincetown do not, however, confine themselves to working in these studios, but set up their easels in any available place throughout the town, along the main street, on the lanes leading from it and above the

town on the dunes. When it suits better they even sit on a log or doorstep (very much as shown in an accompanying picture), prop up their canvas on a stone or board or whatever comes handy and paint away for dear life!

The chief object of their efforts seems to be a beautiful old church tower designed by Sir Christopher Wren, and the old wharves and boats with the flower-decked lanes leading down to the

> blue waters of the bay.

Were it not for the fact that now and then you catch a glimpse of a telephone in the village of Provincetown it would be easy to imagine yourself back in the days of the Pilgrims, the town is so little changed and is so delightfully quiet and dreamy. It's an ideal spot for a peaceful vacation.



"They turned the fisherfolks' cottages into most picturesque places."

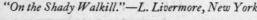


"Rockbound Maine," by E. J. Padmore, New York City.

"Foraging," — by another unknown film

scout.







"On the Shady Walkill." - L. Livermore, New York.



"Two at a Time,"an anonymous Pennsylvanian.

"Daddy Went A-Fishing,"—H. M. Fales, Minneapolis.



The Best Seven, for One Reason or Another, of a Fine Crop of Vacation Snaps



"Our Bloodthirsty Watch-dog."-F. C. Koelle, Philadelphia.



"Looking Backward."-By F. R. Nichols, New York.

Mr. and Mrs. Hall Visit Girls in New York

The forty-five out-of-town girls who are enjoying the summer working in the New York office, received a visit at their hotel the other evening from Vice-President E. K. Hall, A. T. & T. Company, and Mrs. Hall. A delightful informal reception was held and the girls were just as glad to meet Mr. and Mrs. Hall as the visitors were to spend the evening with the girls.

Other guests at the reception included Miss Mary P. Reuse and Miss Anna M. Shaw, of Mr. Hall's office, and J. C. Leypoldt, District Traffic Superintendent, Miss Anna B. Schulze, Welfare Supervisor, Miss Gladys H. Powers, President of the New York Traffic Branch of the Employees' Association, and Mrs. Margaret J. Shaw of the New York Welfare Department. Mrs. Shaw has been chaperoning the out-of-town girls and has done much to make their stay in the big city pleasant.

Inductive Interference Problems

(Continued from page 21)

of the Northern States Power Company and Vice-President Gherardi of the A. T. & T. Co., was appointed to be associated with technical representatives from the two interests to consider

the physical and engineering aspects of the question. It is not intended that this committee will undertake any general handling of specific cases of interference, as this would tend to divert attention to detail cases at the expense of the main purpose of the committee.

The N.E.L.A. officials are asking the several member com-

panies of the Association to aid in the solution of the problem of inductive interference by co-operating both with the telephone companies and with the N.E.L.A. headquarters staff. To indicate the spirit in which the power companies are approaching this matter the following is quoted from Executive Manager Aylesworth's letter to the executives of the member companies of the National Electric Light Association:

"In keeping with these plans as described, it is highly desirable that the member companies of our Association thoughtfully continue to meet the Bell Companies in a spirit of co-operation and fair dealing when any mutual problems or difficulties are encountered, the same as has been the general desire in the past on the part of both interests. Harmonious adjustment of specific cases that may arise, so far as this can be done without sacrificing our interests, will be a material aid to the work which the joint committee is undertaking. This is obvious; for it will tend to delay the occasion for court decisions, regulatory measures, or other legal precedents likely to be hastily prepared, and to hamper progress toward the well considered results desired.

It is appreciated that our member companies have been under a considerable handicap in approaching inductive interference problems because of their general lack of familiarity with the subject and because of the lack, until recently, of means for dealing with it except as isolated companies. Now, however, our Headquarters Engineering Department is available for giving advice and assistance in any of these matters. Each company is urged to take full advantage of this service, both as protection to its own interests and to aid toward a consistency of effort within our Association.

As a further aid to our companies toward a more united procedure in dealing with these problems, plans are under way for establishing

> local committees, possibly one for each state, to serve in co-ordinating activities along cooperative and efficient channels.

> As the engineers and operating officials of member companies are perhaps likely to be the first to encounter these problems as they arise from time to time, it is suggested that they be advised of this plan for joint work."

St. Louis is Calling, Pioneers!

The program is complete; the weather man has been fixed; everything is ready for your visit on October 24th-25th.

A sunburned youth from the rural districts

called on us the other evening.
"Say, you belong to the telephone company,
don't ya?"

We admitted it.

"Well, how much would it be wuth to send one o' them automatic switchin' devices out home? I want to give one to my girl to use on that pesky young brother of hern."

'Lo, Hortense; How About Lunching Together?

ONG LINES, New York. Hello, Ed. Hope you'll excuse the familiarity. I just addressed you that way. Because I wanted you to know. That we wanted to know you better. So the girls in Walker Street. Asked me to write to you.

And tell you a few

things.

To start off. Anna B. Schulze, our Welfare Supervisor.

Is going to leave

Reason, matrimony.

Then Edna Dingour Chief wall, Instructor.

Is doing likewise. Reason, the same. Last week.

Mary Fullen, our Chief Stenographer. Resigned.

Reason, matrimony.

What's the matter with them?

Nothing.

They're pretty lucky, that's all. But we have a whole lot more leaving. Or who have left recently. For the same reason. Did you know we had fourteen women In the New York Traffic, District Traffic, I mean, Who are members of the Pioneers? That ought to be news. For Long Lines. Some of the girls from Joplin. And Toledo, and Cincinnati, and Cleveland. Like us so well they're thinking of staying.

Now watch the Traffic people. Prick up their ears. I suppose you got the news.

Of all the Division Councils.

If this is too nonsensical.

Don't blame me.

I'm only writing it. To please the girls.

And to let you know that.

Walker Street is on the map.

Despite the sign that hung out. To-day in front of No. 40. "Girls wanted for finishing."

-HORTENSE, N. Y. C.

Across Kansas

(Continued from page 9)

before starting out. He looked over my list and seemed to know them all, so I started in to visit those on Main Street and naturally had to

pass this young fellow several times. Every time I did he had some farmer he knew that was on my list and it saved me some considerable time and money. This native didn't smoke but you should see how he could absorb coca cola. He was a human sponge.

"Recently I pulled into a small town east of here and from a distance of five miles I could see a balloon descending. When I arrived it had anchored out in the 'rhubarbs' of the

town. Every dog, man, woman and child was there to help to hold it. This was one of several Government balloons sent up for trial flights and of course it attracted considerable attention. The first man on my list was chasing balloons and that is where I found him. Number two was standing over there; number three was the man holding the long rope; number four was the fat woman looking cross-eyed at the sun, and so on until I had all my vouchers verified.

"If the Company ever thinks of buying for their traveling auditors, automobiles, airships, motorboats and such, I would suggest balloons. All we will have to do is to drop into any convenient field and every human thing that has done business with the Telephone Company will flock toward you."

Pueblo, Col.—"Had to do some tall figuring to get here tonight. Will write you more when I'm not so tired. Nineteen hours straight going is just a little more than an old cripple like me can stand, so I'll just mumble "Good-night."



This is how Cary Lyda, Daytona, Fla., gets around to his many and varied jobs in the business of section lineman.

OUR S'PRISE

"HAT in the world is that?" we asked, as the young lady who makes us do things on time smilingly deposited a large bunch of something or other, all tied up in blue baby ribbon, in the incoming mail basket.

"Apparently," she replied, "it's a collection of letters giving a few more comments on the magazine."

It proved to be a whole flock of commentsletter from every last person in Plant District 35, with headquarters in Nashville, Tenn. Letters from clerks, stenographers, linemen, equipment men, testboard men, repeater attendants, from people in

supervisory positions, everybody. The consignment was bound together with ribbon and topped by a handsomely drawn cover on which was inscribed, "What District 35 Thinks of Long Lines."

The contents were helpfully suggestive as well as encouraging. While everybody seemed able to say a good word for the magazine without undue straining, there was, for example, the much appreciated letter from a section lineman in Somerset, Ky., which said: "The magazine isn't substantial; too

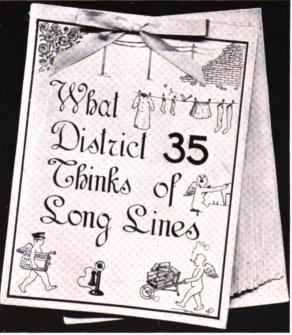
many pictures, too many accounts of picnics, outings, tournaments, etc., and not enough substantial reading."

Although we know as well as anyone how far from perfect our young publication is, that was the only adverse criticism we could find in the whole

batch. And to offset it, there were plenty which said it was O.K., and even called for *less* matter of a serious, substantial nature.

There were helpful thoughts in practically every one of the letters. Here are a few excerpts:

Z. P. Bowers, Chief Testboard Man, Memphis, Tenn.—"It's a new baby, but from the start its design and lines are clear and clean-cut... I am wondering if you could not reserve each month an editorial space and in



After this, can you blame us if we look for superfine contributions from the folks down Nashville way?

that space give us a talk?"

J. M. Cade, Section Lineman, Louisville, Ky.—
"O, East is East, and West is West, and never
the twain shall meet.' So shouts the poet, but
unfortunately, he was not a member of the Bell
family; otherwise he would know that through the
medium of Long Lines we are not only meeting
East and West, but shaking hands with North
and South."

J. J. Best, Section Lineman, Corinth, Miss.—
"It is, I believe, another link of success welded into the already long chain made by the Long Lines Department of the Bell System."

Alfred Shuey, Section Lineman, Columbia, Tenn.—"It was almost like hearing from home. . . . It was the one thing that had been lacking to make us feel more as one large family."

C. C. Skelton, District Line Inspector, Nashville, Tenn.—"We in the field would be particularly interested in seeing articles written by our fellow employees in connection with their work—offering suggestions and telling experiences."

And listen to this from O. L. Baldinger, Testboard Man, Nashville, Tenn.—"I can't see any room for improvement except that you might give us a sketch of yourself, together with a photograph." (Good night!)

District 35's thoroughness and thoughtfulness in letting us know the impression the magazine is creating down that way were all the more appreciated by reason of the total surprise with which the contribution came. Frankly, it almost swept us off our feet, arriving as it did after our run of comments had let up and we had settled down to the hard daily grind required to keep any magazine up to the mark.

We'd like nothing better than to quote something from every letter in the collection. But as that is impossible, perhaps it may not be out of order to mention that the paragraph giving us

the loudest chuckle was one from the letter of E. A. Klosterman, Repeater Attendant, Louisville, Ky., in which he versified thus:

"It must be great to be an editor,
And work from morn till night;
And scratch your head till your brain feels dead,
And write, and write and write."

Yes, friend Klosterman; it's a great game — especially when you are hotfooting it to press and at the same time fighting your perennial battle with hay fever.

Pioneer Medal Featured

The September number of The Numismatist features a description of the medal presented to the members of the Telephone Pioneers of America who attended the 1920 meeting of the society in Montreal. The article is entitled "He Made Neighbors of a Hundred Million People," which is the inscription on the obverse of the coin, below the head of Theodore Newton Vail.

Edmund W. May, the sixteen-yearold son of Edmund S. C. May, Long Lines Engineering, New York, a member of the American Numismatic Association, presented one of the medals to the association recently and it was through his initiative that the write-up appeared.

Chinese Guests in Buffalo

Two of the four Chinese engineers, Messrs. Yih and Lee, who have been

in this country for the past two years studying telephone methods on the American Plan, stopped at Buffalo on their way back to their homes in Shanghai, China.

The visitors spent an enjoyable day at Niagara Falls and another day in Buffalo with M. W. Ingraham, District Plant Superintendent.

On reaching San Francisco, Messrs. Yih and Lee will e m b a r k o n a twenty - five day water voyage back to China.

How It's Done

C-ooperation in our
O-rganization will result in a
M-ental attitude which is pleasing to
the
P-ublic as well as to our own
L-ong Lines Department. The increased
E-fficiency at the present
T-ime is secured by practicing
E-conomy and is also
D-ue to the use of

C-ourtesy and our very best
A-bility coupled with efficient
L-eadership. It is also secured by
L-oyalty to the Public to whom we
try to render
S-ervice at all times by a high

percentage of

COMPLETED CALLS

-Schreiber, St. Louis.

— [45] —

SHORT HAULS

UESTIONS we hope will be taken up by the conference on the Limitation of Armament:

The enthusiastic neighbor with the non-union lawn mower. . . . The scrap-iron quartet that begins operations on the next corner at about eleven-thirty every night. . . . The automobile salesman who insists on selling you a \$3000 car just after you've decided the Dizzybus will have to last another year. . . . The original correspondence school student who teaches him or herself to read by laboriously spelling aloud the captions in the movies. . . The L. D. talker who, after kicking about a three-minute delay in service, keeps the complaint man waiting three quarters of an hour after the time set for him to call.

Three men were cutting stone at the cathedral grounds.

"What are you doing, No. 1?"

"I am working for \$6.75 a day."

"What are you doing, No. 2?

"I am squaring this stone."

"What are you doing, No. 3?"
"I am helping to build THAT," and this worker pointed proudly to the great unfinished cathedral on the hill.—Bumblebee.

And the Name is More than Up-To-Date

The township of Kissimee, Fla., includes in its recently passed air traffic ordinances, according to the press, a provision which makes it a misdemeanor to collide with telephone or telegraph poles. Strikingly, we submit, modern.

Epitaphstrophes

He's dead and gone, is Lineman Crump; Started down a sixty with a skip and a jump.

Send some roses for John Doe Pickens; He lost his balance oo-ing chickens.

> And now the columnist of a New York daily has discovered that the telephone service has improved!

Another large submarine telephone cable has been completed, this one connecting Detroit and Windsor, Ont., by way of the Detroit River. It transmits 600 conversations simultaneously.

Uncle Shadrack savs:

"De fish dat make de bigges' splash ain't alde bes' ways eatin'.

"De skunk am a small animal but he has a pow'ful influence.

"Hit's too late to men' de roof after de raindrops starts to fall."



An operator with an imagination (and considerable talent, believe us) affirms that we are growing.

Definition of peak load: ask any husband who accompanies his wife on a shopping expedition. The early bird catches the worm. Warning: if you're a worm, better come out later. . . Rolling stones gather no moss, but rolling bones do-if they roll right.

Accept no Substitutes

The party called was "ux" and the operator, forgetting it was a residence, asked: "Is there anyone taking his place?"

Answer, indignantly.—"Well I guess not; this is his wife."

Our Animated Equipment

For instance, surely you have seen a jack box, the cable vault, a pole step, the battery rack, the relay spring, the bush hook. Or heard a repeater

We've seen a cable reel in a storm!

Untechnical Talks by an Untechnical Talker

A dead-ended circuit is not one that terminates in a morgue.

A listening stick is not an eavesdropper.

A jack fastener is not a halter.

Nor is a deadman a corpse.

And a loaded circuit is not necessarily stewed. These are merely terms used by the engineering folk to disprove the theory that an engineer has Must Have a Party Line

"The number he calls is his own and he KNOWS they won't answer because 'they' is him and he's out."—N. Y. Journal.

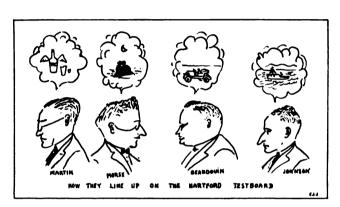
A telephone girl in Cleveland at a picnic recently, ate five marshmallows in twenty seconds. Imagine taking her out to dinner!

Too Generous

gotta be serious.

Irate Farmer (to lineman trimming favorite tree): "Come down outen that tree, drat ye, and I'll give you the best lickin' y' ever got."

Lineman (tying safety belt): "No, thanks, squire; wouldn't come down for two of 'em."—T. A. S.



"He Lives in Fame, that Died in Virtue's Cause."

Within-the-law drink manufacturer advertises:
"...Get several bottles, different kinds, from your dealer and invent your own mixed drink. It may

make you famous." We knew a fella who tried that.

Now the Volstead act has been tried out, it's beginning to look as though prohibition, like charity, would have to begin at home to be successful.

With Bows to K. C. B.

I know some folks, In our organization, We don't see much of Or hear from often And it may be because They think they're not Gifted orators With silver tongues, Or gifted writers With silver eversharps; But we have been told About the lines they build And the yarns they tell, And other things they do, And we've got a hunch They ought to write Some durn good stories For Long Lines.—Slyb.

Hello!

OPR.: "New York is calling Mr. Smith."

PBX.: "He is dead."

Opr. (misunderstanding): "Can he be reached over another telephone?"

Рвх.: "No; he is dead."

Opr.: "When do you expect him back?"
PBX.: "Never heard of any coming back."
Opr.: "Well, hasn't he got a telephone where

he is?"

PBX.: "If he has, you would get scorched

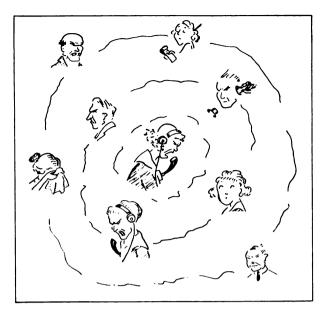
using it.'

OPR.: "That's all. Thank you."

An epitaph carved in granite can be bought, and lasts but a few generations. One inscribed in human hearts endures forever; but it can only be acquired by deeds of such worth that they set the doer apart from his fellowmen.

Wherefore there is no lack of work for the carvers of granite.

One of the best editorials it has been our pleasure to read in many a day.



Written and illustrated by Miss Lois Overman, of the St. Louis, Mo., Traffic force.

I was thinking The other day Of an old quarry Near my home Which has filled With water. We kids Used to love To sit On the bank and throw in Putte publes So that We could watch The over increasing Number of eineles That widened out Until The entire my face Of the water Was disturbed. Und I thought _How very much That pool W۵4 Pike a maso Of human beings Detting along

In harmony until Some one thous In a publi of Dis content. (Probably only an angry word Then The injured party Would comm His displeasure To the others With whom he came In direct contact and they In turn Passed on until The whole eroud Was angry and Each one Snapping at his mighton. and just them thy quilty consience Kickels me On the shins

and made me, Remember how Only That mornin I had gone Down to the office With a granch and I had mapped ata Distant operator who could not Hear me (Be cause I was nit Speaking distinctly) and she Dot preved and snap ped back While I waited On the line -Fan arefort I hard her Passing my grouch Right on To another operator and bank out Some poor subscriber

who didn't know Whatir Was all about and I heard Him say He would complain To the manager. That was all I had But I imagine By The way Ité kun That he was some and his clerks It ad better Kasp out of His way For the rest Of the day Or they would catch it. and when I saw all the tamble I had coursed I tell as Romed and I reformed and will never let That happen again 9 thank you.

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Accuracy

ROM the simplest test of memory to the most elaborate specifications, whenever an order is to be given it is the custom of the vast majority of people to put it in writing.

This constant writing of orders is for the purpose of insuring accuracy. People are afraid to trust the ability of the one receiving the order to get it correctly, unless that order is put on paper.

What a tribute to exceptional skill and training, then, is the record of the Bell telephone system. Last year more than eleven billion telephone conversations were held over the lines of this system.

Each of these billions of conversations required the giving of an order to a telephone employee. Not one of these orders could be put in writing.

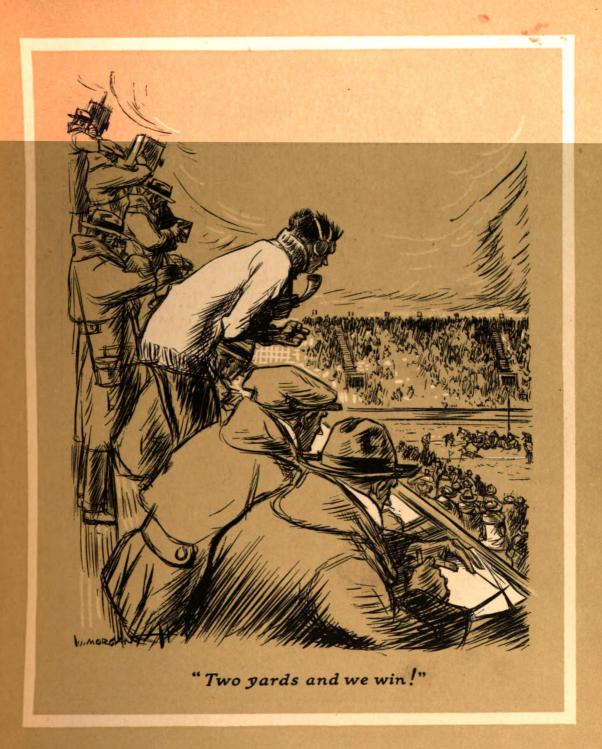
Some of them were given in loud voices, some spoken in murmurs, some clearly stated, some rapidly shot out. Yet so remarkable a standard of accuracy exists in the service of the Bell System that more than ninety-nine per cent. of all such orders were correctly received and executed.

No other business is subjected to such a test as this. The record of the average of service of the Bell System for the last few months is proof that the telephone has returned to its pre-war standard of practice.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service



ONG INES

FOR NOVEMBER, 1921

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When Morgan is happiest: by himself.

"Call for Mr. Morgan"

"TO, Mr. Morgan! Is Mr. Wallace Morgan around here?"

We fear that more than one artistic soul must have been disturbed by our shouting. But there we stood on the third floor landing—and not a Morgan in sight. It worked, too.

"Here I am," drawled an unmistakably Southern voice through an open doorway to the left. Following that, a coatless, collarless, quietly smiling man of thirty-eight or forty emerged from behind a table piled high with drawings. "Come on in," he said.

So in we went and after the pleasantest kind of a preliminary quarter hour got down to the business in hand.

"This cover," we suggested, "is to picture something that you can see at almost any football game these days. We're away up in the press box now—looking down across the crowd to the teams in action near one of the goal lines. It's the last quarter. A critical moment. One more smash through the line and the visiting team wins.

"Even the newspaper men are a little interested. But there's one fellow who's really excited—the lad who is telephoning the game, play by play, to a big bunch of students back home on the campus. The crowd that couldn't afford to make the trip, but managed to scrape together enough to lease a wire. That student up in the press box—that's the boy we want to feature. . . . Well, sir, see anything in it?"

"Sure," said Morgan, "that ought to make a picture. You see, I've been there myself; I have seen that wild-eyed youngster you're talking about. Many's the time I've sat in the old press box and stuffed newspapers up my overcoat to keep from freezing. Why, in my old days on the *Herald* we used to——"

And then followed another quarter hour that we wouldn't have missed for a great deal.

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

vol. I., NO. 5

T. T. COOK, EDITOR

NOVEMBER, 1921

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

THREE THOUGHTS

OMEN as well as men can afford to take a tip from the sportsman at his favorite game. For instance—

On the tee: The beginner makes a short, sharp jab at the ball and gets a mediocre drive—sometimes. The expert swings his club in a complete, well-timed circle and almost invariably does a heap better.

On the diamond: The star hitter's bat doesn't stop when it meets the ball; it keeps right on going. And frequently he gets an extra base.

On the gridiron: The man who drops back and lifts one over the bar for a field goal knows better than to check his kick knee high. Watch his foot. It's high in the air when it stops.

It's much like that in our work. Occasionally we may be able to get away with a half-baked job. But in the long run it's the things done right that count. It pays to "follow through."

• • •

It was one of the brightest girls in the Long Lines outfit who gave us the jolt. We were talking about the need for a magazine like ours, the range of talent upon which it might depend and the good it might do—if the gods willed.

"Yes," said our vis-a-vis, "and if it doesn't do any more than help some of our girls to be a little less critical of each other, and our men a little more human, it'll be worth while."

"We might ask Blankton to go along," said the youngest of the three, "but the trouble is he'll insist on talking shop."

The old-timer turned and grasped the speaker's arm. "Young man," he exclaimed, "that's the wrong dope. If you'll take the trouble to listen, you'll learn something valuable every time Blankton opens up about his job. Don't shy away from the man who talks shop; get chummy with him—and talk a little more shop yourself."

FIRE-TESTED

How the Test of Medieval Days Proved the Mettle of Bell System Folk in Minnesota-Wisconsin Disaster

ACK in the days of King Arthur, the certain test of chivalry was to have a knight live up to the ideals of life although he might pass through fire and water. Times have changed since then, but standards of worth have not. No one, looking at the accomplishments of Bell System employees, can deny that chivalry still lives

and is still tried by the same tests as in days of old. Witness the Pueblo flood, for one instance; read this story to know another.

• •

Three years ago last month twenty towns and villages near our Minneapolis-Duluth and Ashland - Duluth lines were wholly or partially destroyed by a devastating forest fire that consumed a portion of Duluth

itself. Scant publicity was given to the disaster at the time, as the war was occupying most of the space in newspaper columns; but an idea of its extent may be gained from the fact that eighty-seven bodies were buried in one grave at Moose River, while the town of Superior alone cared for over six thousand refugees.

The Minneapolis-Duluth line runs through Minnesota in a generally southern direction from Duluth and Superior. Located along it, in order from the north, come Carleton, Barnum, Moose Lake, Sturgeon Lake, Willow River, Rutledge, Finlayson, five more villages and Pine City. Northwest of the line, within a small radius, are five other towns—Brookston, Cromwell, Cloquet, Corona and Kettle River.

On Saturday afternoon, October 12, 1918, fires were reported near Iron River, Wis., on the Ashland-Duluth line, and near Cloquet, Minn., fifteen miles northwest of the Minneapolis-Duluth line. Section Lineman Lawrence Graham immediately set out by automobile from Pine City to go to Carleton, while Section Lineman W. C. Templeton was told to start from

Minneapolis:

"Unusual forest fire damage being experienced in five counties near Duluth. Troops taking charge. White Pine, about eighteen miles west of our line at Willow River, burned this morning. Fire just burned saw mill at Solana and is threatening other buildings. Toll service not yet interrupted. . . . Section Lineman G. E. Sherwood drove from Willow River to White Pine through fire-swept country and restored service to White Pine where only two buildings are left."

S we go to press, we receive the follow-

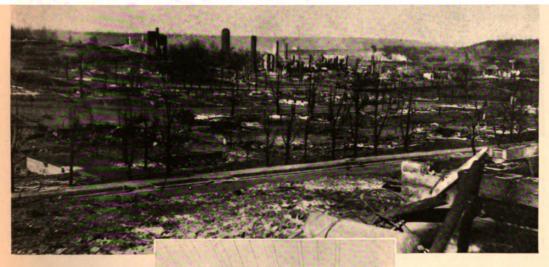
ing telegram from H. M. Fales,

Superior for Iron River by the morning train. latter reported through Repeaterman Ă. B. Curran, at Ashland, that at seven o'clock all street lights were out in Superior, the wind was blowing seventy miles an hour, smoke was so thick that it was dangerous to run an automobile, all street cars had stopped running and box cars over near the line were burning.

A little after nine that evening a break occurred at Moose Lake. An hour later Rutledge and Bruno were reported burning, and it was doubted whether Graham could get through to Moose Lake. The storm break report describes his trip.

describes his trip.

"At 10:20 p. m., Graham called from Rutledge. Arthur Hyne was with him. South of Rutledge he had met people fleeing south and was warned to turn back. . . . He continued north to Willow River, about five miles, the wind being so strong it nearly turned his car over several times. He passed through about one mile of fire. At Willow River he picked up another helper named Johnson who had been fighting fire. They continued north, about 11 p. m., passing through fire between



Above — Cloquet, Minn., burned to the ground.

Sturgeon Lake and Moose Lake. . . . Poles and trees had to be removed from the road in various places. Just south of Moose Lake on the Lake Shore Road burned automobiles were passed. The occupants of these automobiles escaped by jumping into the lake. . . .

The report is so laconic that it merely outlines the picture. This was half past ten at night, remember. The automobile in which Graham and Hyne were traveling was bucking a wind so strong that several times the car was almost overturned by the terrific blasts. Dense clouds of bil-

lowing smoke, shot with blazing fragments of wood, enveloped them, stinging the eyes and nostrils and choking the lungs. Into the feeble shaft of light thrown by the



Left—Poles 4360-61 of our Minneapolis-Duluth line.

headlights appeared from time to time the dark forms of panicstricken refugees, who shouted to the occupants of the car to turn back, that all was destroyed ahead.

Above the gale and the crashing of trees sounded a sullen roar, that momentarily grew louder. To the west in the sky the angry crimson glow edged with yellow came nearer and nearer until, just before reaching Willow River, the car passed through a mile of fire.

Imagination pictures the men, crouching in the scudding automobile, with the heat so intense that it must have blistered the paint on

the car, while from both sides of the road stretched out talons of flame, clutching at the two who thus dared to defy the most destructive of the elements. One wonders

4

Where the Fire King Reigned Supreme

Top to bottom—Bog burning near Mahtowa, Minn. Minneapolis - Duluth line down at poles 4439-40. Bridge and road destroyed west of Kettle River, Minn.

how much farther they could have gone before the gasoline tank

caught. . . .

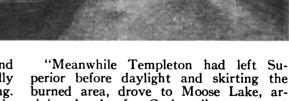
But it didn't. At
Willow River the helper,
Johnson, was taken
aboard, and the journey
continued. At intervals,
the headlights showed
poles that had been
burned through, and
fallen trees lying across the
road. Each of these had to
be moved before the car could
proceed; and then, between
Sturgeon Lake and Moose
Lake, the voyagers passed
through more fire.

Luck was with them again and they eventually reached Moose Lake.

"At one o'clock in the morning they arrived at Moose Lake and found that the village had been practically wiped out by fire early in the evening. Our poles 4553-4567 located on Main Street had been consumed. . . . The car ran out of gasoline."

In the meantime calls for men and material had been sent out and gangs were already on the way to the burned district.

"About 3 a. m. Sunday, Graham took a relief train north to Barnum, six miles distant. Many badly burned fugitives from the country west were arriving. . . . Graham then hired a car and arrived about 7 a. m. at Moose Lake with gasoline." Presumably he had had no sleep for twenty-four hours.



riving shortly after Graham."

Caldwell and Graham's gang reached Moose Lake about 5 o'clock Sunday morning. Emergency wire was sent for from Minneapolis and work started immediately.

"After breakfast at Sturgeon Lake, Caldwell and his men started jurying the line northward; at the same time Section Linemen Graham and Templeton and men started stringing twisted pair through Moose Lake and jurying south to meet Caldwell. In this way a Minneapolis-Duluth circuit was made good at 10:45 a. m. and a government call immediately

put through. The No. 8 gauge loaded circuit was made good at 12:49 p.m. Sunday."

Shortly after 2 p. m. Sunday, Division Superintendent of Plant R. A. Grantt, of the Northwestern Company, reported that a thousand feet of the Duluth approach of the Interstate Bridge, with a number of our poles, had been burned, and that his men were assisting Sherwood fill in the gap in our Ashland-Duluth line. "It was necessary to string the twisted pair among the partly burned pilings of the bridge and partly over the water. Sherwood sprained his knee by slipping on wet logs. . . ."

Fales, Cady and the division gang reached Moose Lake about five Monday morning, Cady's gang having arrived in Minneapolis from Reedsburg, Wis., without funds Sunday night. District Cashier M. F. Des Marais, however, went to the office, and "by supplementing the Company's fund with his own enabled the gang to get to Moose Lake. There the smoke and fog were so thick that it was impossible to see the tops of the poles until about 9 a. m. Soup, sandwiches and coffee were dispensed by the Red Cross and the men waited in the ruins for daylight."

A press report from Minneapolis of that date closes its account of the work of our

people with this statement:

"The linemen worked continuously and without sleep until they had completed

their task, and that done they returned to their ordinary occupations of building lines of communication through wildernesses to civilization, but ever ready for an emergency such as they were called upon to do Saturday."

That's all. But the next time some modern pessimist is about to lament the passing of the "good old days," with their knighthood and chivalry, let him take thought of the Bell System employees who meet the test of fire and water even in this age of materialism.

• •

Weather: Showers for Toledo

Yes; it just poured. Three in one month. Right. Cupid certainly is working fast in the Toledo office. We were not broke but badly bent after donating to three showers. The brides were Ruth Miller, Dorothy Walsh and Clara Slinker.

Here's how it was sprung on Clara. She happens to be one of the evening operators and was relieved to go to the rest room in response to an urgent telephone call. She was told to call L. D. No, not long distance—they are her hubby's initials. The whole office was there. Just as the bride was waiting for the local operator to answer we all jumped out and "s'prised" her.

Dorothy's and Ruth's were a little different. They were both to be married the same week, so we decided to make it a double affair. Dorothy was invited to Ruth's shower and Ruth to Dot's. We had some time.



On the Lake Shore Road just south of Moose Lake. . . "The occupants of the automobiles escaped by jumping into the water."

Right—The town of Moose Lake after the visitation.



"SHOW ME!"

One of Our Traffic Girls From Missouri Takes a Look at the St. Louis Plant Equipment—and Tells Us About It

OOK'S tours have nothing on Murray's. Cook conducts people from country to country, pointing out the wellknown seven wonders of the world, but Murray conducts the operators of the St. Louis office through the Plant Department and points out a thousand or more wonders of telephone and telegraph equipment.

When the boss told me I was next to take a peek behind the scenes.

I smiled in my most superior fashion. Being a supervisor, I figured I knew about all there was to know

concerning equipment.

Why, even the messengers know that our circuits are made of copper wire and that you can always tell where the circuit goes by consulting the designation strip above the jacks! And hadn't I seen the insides of a switchboard when an equipment man was fixing it? Yes, and what is more, I'm no slouch at fixing a switchboard myself, for only a day or so ago I fixed a cord, the shell of which had come loose. But of course I would be polite. I wouldn't tell them that I already knew these things.

It was a good thing I didn't, for it took only a few minutes to discover that I didn't understand all I knew.

We started with an illustrated lecture on circuitsillustrations done in chalk on the school blackboard by Mr. Murray himself-in which he explained, among other things, how a phantom circuit was made.

Stringing a separate pair for each circuit is very expensive; but that was what they did 'till someone discovered a way of dividing the current



"Mr. Murray pointed to the great steel racks supporting thousands of little wires.

and making three circuits out of two pairs. A little coil is inserted in each of the two regular circuits at each end of the line and the coils are then connected, making the third circuit which is called a phantom.

Mr. Murray tells a story about a testboard man who met an operator on the line and asked her what circuit she was

"Not on any circuit," "This is a she said. phantom."

"Do you know what a phantom is?" asked the

testboard man.

"Sure," said the operator. "That's an-

other name for nothing.'

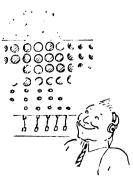
When the lecture was over we were led through that mysterious realm of which we had hitherto had only a vague knowledge. Mr. Murray pointed to the great steel racks supporting thousands of little wires and showed how the lines came into the office in underground cables; many pairs of wires, each wrapped in a different colored insulation by way of designation, in one cable. Instead of leading directly to the jacks in the switchboard. as I had supposed they did, each line was run through a maze of processes and

machines, among them one called a composite, which separates the telegraph from the

telephone current.

By the way, did you know that they use the same line over which you may be talking to send telegrams? They do; but by a special process the two are kept from interfering with each other.

Another item of special interest was the composite ringer. Each circuit is connected permanently to a ringer in both Someterminating stations.



"The equipment man gets a laugh.'

times this goes out of order and the circuit is then connected to an emergency ringer. The ringing key must be held a certain length of time before the ring can be sent out on the line. A short, jerky ring will not operate the relays and the ring drops right in the office. A lamp signal working in connection with each ringer lights every time the circuit is rung on and remains lighted until the operator stops ringing.

The equipment men tell me that they get a big laugh out of watching that

board when an angry operator is ringing on a circuit. Didn't know that, did you? Neither did I—but I decided then and there they would never get another smile at my expense.

There were other machines, and coils through which the circuit must pass; one that controls the lighting at the inward board and another that transfers the signal to the TX. There were also some whose function I failed to grasp.

From there we went to the testroom and saw what action was taken when a line is reported out of order. When there is trouble on a circuit outside of the office, it is connected to a little apparatus which looks very much like the speedometer of an automobile. The needle registers a certain resistance and knowing the resistance per mile of the circuit, a testboard man can calculate (to within a few feet) just where the trouble is located. When that report is made, linemen are sent to that point.

(Tell me, was I the only one who thought they sent a man out with a lantern to look

up and down the line to locate the trouble?)

Another thing they have in the testroom is the Long Lines printer: a sort of typewriter connected to a circuit; a similar machine in the terminating office. When the operator clicks off a message on the keyboard here, the message appears in print on the paper roll in the distant office.

"That is about all I can show you," said Mr. Murray. "How would you like to be an equipment man?"

"Thank you," I replied, "but I guess I'll just stick to supervising."



"Was I the only one who thought they sent a man out with a lantern?"

Golliwumpus

NCE upon a Time there was a Golliwumpus.

He had a Permanent Bend in the Middle. That was from Sitting with his Feet on top of the Desk.

And he had Callouses on his Finger Tips. Those were from Turning over the Pages of a Newspaper all day long.

One day, his Telephone Bell rang, but he was Interested in the Sporting News, and Couldn't Be Bothered. After a While it Stopped Ringing.

Towards the End of the Day the Office Boy said that an Old Man wanted to see the Golliwumpus. The Golliwumpus Answered, "Tell him to wait a Minute."

The Boy came back later and said the Old Man couldn't Wait; and that he had tried to Telephone the Golliwumpus, and had written him, but hadn't Gotten any Answer. Here was his Card.

The Card read: "Opportunity, Esq."

Then the Golliwumpus Cried into the Advertisements and Sobbed, "Ain't I unlucky?"

HOW'S YOUR WEIGHT?

ERHAPS like
the writer you
have ordinarily
felt well and
have paid no attention to your weight.
Suppose you learned
there is a normal weight
for every height and age,

and that if you are not up to that figure, or near it, you are becoming a good sickness liability. Would you then become interested? That is what happened to the writer when undergoing a physical examination. That's how they got me doing it

After the physician weighed me and consulted the weight tables for my height and age, I learned that I was 19¼ pounds under weight. At this point I became interested. And because of my experience I would like to sell you—health.

I want to talk briefly about the fact that there is such a thing as a table of normal

weights, and that it has relationship to our health and well-being. I shan't give you statistics and details; you can learn all you need to know about these from any doctor and from plenty of other sources. Just take my word for it that the insurance companies have shown that people of 10, 20 or 30 per cent underweight have an extra mortality running as high as 40 per cent. You don't want to get into that class. I'm in it; but I'm getting out and though the getting out is about as long and tedious a process as you could possibly imagine, I've learned a great deal in doing it and I'll venture

Chris A. Gasser, Formerly of Maumee, O., Plant But Now Convalescing Up in the York State Mountains, Tells Why it's so Important

I can give most of you pointers on how to take care of yourselves.

That is one of the best things about this little old game that I and a great many others are playing: you sure learn how to live. It would

seem funny to you folks if you could see how we save our energy in order to let nature use it to fight disease. You may think you get plenty of rest, but what would you think of being limited to an hour's exercise a day, when exercise means ambling at a snail's pace on level ground! Up here we lie in "recliners" and use a rack to hold the book while we read. But it's all part of the cure and while we don't enjoy it, it's a whole lot easier to do it here, where they're all doing it, than at home, where no one else does it and we wouldn't be understood.

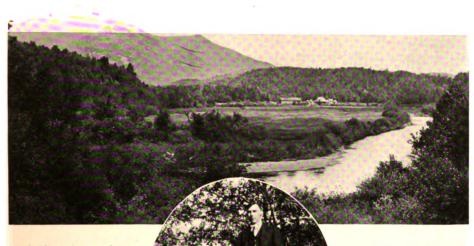
Surely we all want to be well and you

may take it from one who knows, it is easier to keep well than to get well. One good way to help keep well would be to bring our weight up to normal so as to have the proper resistance against disease.

Extra nourishment in the form of a glass of milk, an extra pat of butter, or other fats, may give the desired results: or cocoa or chocolate. which are very nourishing instead of coffee or tea which contain only the nourishment of the trimmings put in them. Rest also, of course, helps to put on weight. It is stated that, "It is not the hours we work, but what we do with the hours



Sunset on Lake Placid



Mr. Gasser, his side-kick and a

glimpse of the country in which he is winning back life's most

priceless gift.

after work that determine whether we tear down more energy than we build up."

Weigh yourself often and at about the same time of day and if possible on the same scales and with about the same amount of clothing. The fellow who forgot about having his pockets full of silver change and wearing an extra sweater, did not gain as much as he really thought. However, he

was as happy as the fellow who thought he gained eleven pounds in four days; he did—

with my foot on the scale.

Aside from the bearing our weight may have on our health have you ever noticed the apparent well-being of well proportioned, "filled out" people, with their pleasant and inviting countenance appearing like a welcome sign? Thin folks may be just as pleasant, but it doesn't always appear on the surface.

Thin fellows, here is a tip on how to beat that rival. Did you ever notice how the girls will enthuse over a well-filled out young man? The thin fellow is only

described as "nice."

Apply my experience to yourself. Are you up to normal? If not, why not? That is the point. It may require the advice of your physician to determine the cause. But by all means let us get up to normal weight or as near to it as possible and thus prolong our life to the utmost. Yours for a long life with Long Lines.

Shifts in the Line-Up

Traffic

Howard C. Barnes, Assistant Traffic Chief, Boston, resigned to accept position of Toll Traffic Supervisor with New York Tel. Co. at Albany, N. Y.

Laura F. Jones, Chief Operator, Memphis, to Assistant Traffic Chief.

Lola M. Priddy, Assistant Chief Operator, Mem-

phis, to Chief Operator.

Rebecca Houlle, Operator, St. Louis, to Service Observer, Division Office.

Rose Ettner, Chief Operator, Minneapolis, to Chief Clerk.

Ellen Sullivan, Chief Instructor, Minneapolis, to Chief Operator.

Patricia O'Hara, Supervisor, Minneapolis, to Instructor.

Evelyn Kolstad, Senior Operator, Minneapolis, to Supervisor.

Leona Jasperson, Supervisor, Minneapolis, transferred to Service Observing Department, Washington, D. C.

Alice M. Vilts, Operator, New York, to Assistant Welfare Supervisor.

Myra Jones, Clerk, New York, to General Clerk.

Irene R. Regen, Clerk, New York, to General Clerk.

Anna A. Rice, General Clerk, New York, to Assistant Welfare Supervisor.

DOWN AND OUT

A Brief Account of the Smash-Up That Put Both Philadelphia-Washington Cables Temporarily Out of Business

'ES," writes District Plant Superintendent Albrecht, of Washing-"we did have quite a smash-up on our cables between Baltimore and Washington. It was caused by a heavy truck breaking down the one-way girder bridge across the Little Patuxent River, three miles north of Laurel, This was the most serious break we have ever experienced in this district as it was unusual to lose both of our cables at the same time. The service between Washington and points north was almost completely knocked out."

Digging further into the several reports that Mr. Albrecht was good enough to send along, we glean the following about this

spectacular case of trouble.

The A and C cables went out at 7.38 a. m. on September 21st. Tests showed that the local circuits, Baltimore to Elkridge, were O. K., as well as the Washing-

ton-Laurel circuits. This put the trouble definitely between Laurel, nine miles north of Washington, and Elkridge, eight miles south of Baltimore, and left a gap of twelve miles. Chesapeake and Potomac Company men immediately started south from Elkridge and north from Laurel to report the exact location of the trouble.

While this was being done and measurements were being made, Chief Testboardman Gladstone, Baltimore, arranged with the Chesapeake and Potomac Company to start cable and construction gangs toward the approximate scene of the break, telling them to call in at Elkridge for a definite location. The gangs had already started on their day's assignments and had to be hunted up. Arrangements were also made for sending reels of cable.

A Chesapeake and Potomac station man was the first to give us a report. He called in about 8.30, saying that the bridge across



How things looked from the Washington end of the bridge. Men at right are pulling emergency cable across river to restore service. Broken cables are seen on abutment,

IONG LINES NOVEMBER, 1921

the Little Patuxent River had been broken down by a truck between manholes 147 and 147-A, Section 3. Additional cable and construction gangs were then started from Washington as a precautionary measure.

When the A cable was opened at manhole 147 for testing all of the 10-gauge pairs went open. When the sheath was cut, the

additional strain put on the 10-gauge pairs pulled them apart. This cable was cut at the north end of the bridge and tested O. K. to Washington on the 10-gauge pairs. Twisted pair was run in from this point to manhole 147 and all fourteen pairs restored to service shortly after

The C cable had arrived and been pulled across the river on the east side of the bridge at this time and the work of cutting it in between manholes

147 and 147-A was ready to start. The first pair was O. K. at 2.20; forty pairs were O. K. at 3.30 and all the through pairs (204) were O. K. at 6.30. All pairs in the A cable were O. K. at 5.45 the next morning.

During the day the weather was threatening and preparations were made for rain. At seven in the evening a heavy downpour started and heavy rain fell until about 9 p. m. The rain slowed up the splicing, but caused no trouble. The work was started on the temporary aerial cable the following day. This job was quickly completed. It is of a substantial character as it was not known just when the new bridge will be constructed.

The accident occurred something like this: The bridge over the Little Patuxent is considerably narrower than the road and is posted as for one-way traffic only. A runabout en route from Washington to Baltimore had almost crossed the bridge. A large truck, loaded with hot asphalt was approaching from the north and came down the grade at a speed of about thirty miles an hour. The driver of this truck was evidently unable to slow up sufficiently to avoid an accident and his car side swiped the runabout, knocking its rear against the side of the bridge. The truck was then thrown to the right, scraped along the side and then headed for the opposite side where it crashed through the railing, tore down two of the struts and fell into the stream. When the struts gave way, the whole

bridge collapsed.

Too much credit cannot be given the Chesapeake and Po-Company men and officials at both Baltimore and Washington for the wonderful co-operation given us. The Chesapeake and Potomac folks, as in all cases of cable failure, turned over to us as many men were required and, as usual, they reported to us and for the time became a part of our organization. The testboard men at Baltimore and Washington, as well as their



C. and P. Company men testing and cutting in twisted pair.

entire organizations, are also to be highly commended for the manner in which they handled the situation.

Another Maryland Case

Reported by Chief Testboardman Gladstone, Baltimore

Three of Uncle Sam's artillery tractors, towing guns from the government proving grounds near Aberdeen, Md., began prowling around the country recently and one ended its outing by breaking through a bridge on which our Philadelphia-Washington cables are attached. Service began failing between Baltimore and Philadelphia and a quick test of the Philadelphia-Washington C cable showed practically the entire 296 pairs grounded between Baltimore and Elkton. This cable is ninety-six miles long and carries about 55 Morse wires and 114 telephone circuits.

At 3.25 p. m. work shifting Morse and telephone circuits to spare pairs in the B cable had begun and the associated company (Chesapeake and Potomac) had been notified of the cable failure and requested to assemble a gang and call the testroom for a location when it was ready to start.

Half an hour later the associated company advised us its light truck was ready and we gave it an approximate location between manholes 441 and 456, about twenty-eight miles north of Baltimore. Shortly afterward we got in touch with Teale, the cable test man, and requested him to cover the subway between manholes 441 and 456. By this time measurements indicated that the trouble was at or near manhole 454.

At 4.50 p. m. Teale called in from Aberdeen, north of the break: "A bridge is down over Cranberry Run, caused by a government artillery tractor breaking through; the gun carriage went through at about the center and directly over our conduit line, which is suspended under the bridge with iron hangers. The cables are hanging unsupported between the bridge abut-

had been pulled off their hangers and straight through manholes 453, 454 and 455; also that the armor of the C cable had opened up in both manholes 454 and 455; that the opening at manhole 454 was under water; and that it was evident that two sections of the C cable were bad. The A and B cables were safe.

Work continued throughout the night, and by a quarter of eleven Saturday morning the entire 296 pairs were through with the exception of some spare pairs and some of the associated company's pairs which cut in at various points along the route.

All splices were wiped up by four in the afternoon, and the forces returned to Baltimore, arriving about seven o'clock only to find that they had to go back to the scene of their twenty-eight hour-long endeavors immediately. A government gang had arrived to start rebuilding the bridge, which could not be done until the cables were placed back into their original or permanent position.



Restoring service after artillery tractor went through bridge. Cables lemporarily supported while bridge is being rebuilt.

ments and sagging almost into the water. All three cables are in a dangerous position. The two good ones remaining are likely to fail unless the strain on them can be relieved promptly."

At about nine o'clock in the evening Foreman Showell of the associated company advised us that the A, B and C cables Accordingly, the Long Lines people and the associated company's forces went back to the firing line and worked steadily until the bridge was practically rebuilt at five Sunday afternoon. The pulling in and conduit gangs started home then, but the splicers didn't get back until four o'clock Monday morning.



AUTUMN SUNLIGHT

SHAFTS of gold glory cleave the veil of mist

Wrapped by the night about the earth, asleep:

The shadow army, scattered, refuge seeks

In hidden cranny and in thicket deep;

While overhead, the unplumbed blue

Assumes a deep and deeper hue; The whole world rouses, rubs its drowsy eyes,

And to its tasks redoubled strength applies.

Another day has come. The slate is clear;

The things that happened Yesterday are done, Its clouds and shadows fled. To-

Its clouds and shadows fled. Today is here;

New life and hope come with the flaming sun;

The spider webs of dew-gemmed lace

Show on the sward with fairy grace; In bracing air our spirits upward drive—

Man! It's a blessing just to be alive! —K. T. R.

The accompanying illustration is reproduced from a photograph made by E. J. Wehrley, N. Y. Commercial, in the garden of his home at Bogota, N. J.

BY THE WHOLESALE

F. R. Nichols, District Traffic Supt., New York, Tells How Sequence System Handles Thousands of Calls in Quick Time

O the man in the street "Long Distance" is an individual. When he asks for Long Distance, he pictures a girl answering a desk telephone or perhaps one sitting at a switchboard about the size of the one he has seen in a railroad terminal or the public station of a hotel. He pictures this same girl calling the person he wants, and connecting him. How she does it does not concern him. His picture does not go beyond that girl. It does not have to. Our service, remarkable in more ways than one, completes a job for him that might seem insurmountable if he were to give it much thought.

While the method of handling a single call is of little moment to the average patron, the call itself is often of vital importance to him. And in a day's work many of our patrons use our service quite extensively; so extensively, in fact, that it may safely be termed our wholesale business. To those of us who are not entirely familiar with operating room work the handling of our "sequence" business may be just as unfamiliar as perhaps the single call is to the man in the street.

Traffic Bulletin 10, our operating encyclopedia, says that sequence calls are "two or more calls placed at the same time on which the same calling party wishes to talk." In the New York office the "two or more," or rather the "or more" part of it, runs up into the hundreds.

♦ •

Imagine having not one subscriber but a dozen reaching the recorder at different times of the day and announcing that they had a hundred or two hundred calls to give. Imagine a subscriber calling at the office with a list of a thousand calls to be completed within a few days. Truly, this is business which in any other line would be termed wholesale. And yet, that is a picture of just what happens every day in the New York office. An average of 700 such calls a day are received in bulk lots. Seven hundred calls a day that have to be

handled by the dozen or fifty or hundred at a time; first at the recording, then at the directory and then at the line, boards until they are finally disposed of.

The recording and completion of the calls is not all the work that is required. One subscriber submits a list on which he wants calls made to only those persons who are listed in our directories. Another wants calls only to points where the station-to-station rate is not more than seventy-five cents. Still another wants the same arrangement made but he raises the maximum to one dollar instead of seventy-five cents. Another subscriber asks us to strike off any women's names that may appear on his list. Another sends in a list of women only. One man makes a specialty of reaching people in the evening and another works on Sundays.

*** ***

Such is the variety of the working arrangements necessary to the smooth handling of this class of traffic. Now for the character of some of the businesses that are using this wholesale service. Early in the morning—beginning at 4:30 or 5:00—the calls start to come in. A produce dealer or commission broker. as he is sometimes called, files a dozen calls for wholesalers or retail market people in a dozen different places throughout the country. In another minute a wholesale fish dealer places calls to ten different fish dealers in as many places. A little while later the big packing houses—the eastern headquarters—come along asking for calls to a batch of the local managers of their branch houses or distributing stations within their district sales territories.

Now is the time for our stock selling friends to arrive. And there are many of these. Between 9:30 and 11:00, eight or ten of these subscribers file lists of calls on many of which they are able to furnish but meagre directions for finding the people they want to communicate with. The names they furnish are obtained many times from lists of stockholders purchased



o'clock one man will call and give eighty

calls to be completed the following morning.

Then some of our other patrons send their

lists to our office after five by messenger.

Still others will call us and ask how they

can handle their calls with the least delay and inconvenience. They are usually the

ones that are just starting in business and

think the offering of a big lot of calls is new

to us and that perhaps they are the first to think of trying the long lines as a selling

And so it goes on from day to day. We might say it goes on from hour to hour, but

it has become such a settled part of our day's work that any offering of calls in bulk lots, large or small, does not bother us a

bit. As a matter of fact, we rather enjoy

it and everyone considers it as part of her

job. Complaints and inconvenience have

been prevented more than once by an

operator asking for a list that she knows should be started in the morning and that has been temporarily mislaid by the subscriber.

In many of the investment houses where selling by telephone is the game, they run commission accounts with their salesmen and debit those accounts with expenses incidental thereto. Consequently the cost of a long distance call is charged against a salesman and he is not willing to run up his expenses for any one day. And, in the midst of our work on a list of calls, after we have completed about half we are sometimes ordered by the subscriber to cancel the remainder. This means usually that the salesman concerned with that particular list has made sufficient commission for that day. As he has no interest in or consideration for our completion percentage, we have to grin and bear it.

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DOWN BOSTON WAY

Cross-Section of a Young Feller's Feelings on Trying to Do New England in Two Days and Thirty Dollars



Why does everybody say: "Y'oughta go by boat," when man mentions he is due in Boston next day? People don't seem to realize maybe fellow had

tragic time trying that once.

"So this is Boston!" chirped fair creature across aisle of sleeping car at 7:45 a.m. "Yes; this is Providence, R. I.," growled heavy male companion who evidently hadn't slept any better than yours sincerely, "and this dashed train's hour and half late."

South Station on rainy Monday morning very impressive sight. Also stuffy, smelly and slippery. Told taxi driver wanted to get to hotel in hurry. Answered with one word of classic Boston English—"Gotcha!"

Our offices at 125 Milk Street only eight or nine minutes walk from hotel. If you don't get lost. But don't hope to find any of streets running due north, south, east or west. Cows that started Boston streets had more aesthetic ideas.

Got in wrong first thing. As usual. Met attractive supervisor. Heard her mention St. Louis and wanting to make conversation forgot self and asked, "Oh, are you going to Pioneers' meeting?" Said well she liked that.

Understood everybody living here was Intellectual. Evidently mistaken. Town more excited about presence of Ben Turpin, cross-eyed movie comedian, than about certain editor in midst. Turpin had picture in all papers and practically owned town. Afraid place is slipping.

Something fascinating about Boston's low, old-style L. D. switchboards. Girls sit facing center of operating room. Can see over top. Visitors can stand in middle of room and inspect whole crowd at once. Or even swap smiles with one or two.

But average visitor prefers to sit down and have pleasant conversation with Miss Toner at chief operator's big desk, in spite of seventy pairs of sharp eyes giving critical examination over top of switchboard. Makes man feel awful foolish. Thinks, "Gosh, wish we had got that hair cut."

"Don't Get Hurt." Big, red warning signs all over town served this warning. Tried not to. But almost did when supervisor checked us up about Pioneers' convention. How do they get away with sign like that in Boston? Should think it would read, "Exercise Greatest Caution to Avoid Personal Injury."

Our Henry McDonald apparently knows everybody in city. Even has bowing acquaintance with head waiter at Touraine and handsome gentlemen in portraits hanging on City Club walls.



Touraine another of those hotels fellow hates to leave. Depressing to think of trouble bellboys, porters, waiters and hat girls are put to comparing notes and making sure inmates were not burdened with money on departure. But pastry chef certainly bakes edible pies!



Boston subway rare institution. Apparently man is supposed to get seat. Maybe that explains \$.10 per ride. Even subway guards half human. One yelled, "Step

lively; watcha step!"—but added word that sounded much like "please."

Traffic girls all talking about clam bake they just had with Providence bunch. District Superintendent Oderman busy explaining he really did not favor Boston girls in contests. Only seemed to. Why can't visitor happen in just before these parties instead of after?

Plant men as well as Traffic girls still discussing unexpected visit of certain Long Lines official last week. Must have made shorthand notes of remarks. Seemed to remember everything. At least half dozen people explained how he refused to make speech, but sat down in corner of retiring room and just talked.

Found man in testroom who does good cartoons. Girl in operating room who writes breezy letters. Several men chockful stories about pioneer days. Wait till Boston begins to make good on promises. Also found Miss Roden. Some find!



They say there's city regulation against building things above certain heights. District Plant Superintendent Quimby probably constructed before it went into effect. Can't help wondering which was fun-

nier—Quimby sitting behind wheel and knees in Ford, or Quimby and yours truly walking Boston streets together.

John Oderman accused of living double life. Just received letter from Wrexham or some other Massachusetts town warning him about speeding through village on certain date. John swears was in Boston that day and claims he obeys traffic laws anyway.

One of strange sights in Hub is book stores in famous old church buildings. Almost got to church twice hunting book to read on train. Lost all caste in first one just by asking for late novel. Not our fault if wife insists on reading "The Sheik." (Got small check cashed.)



Friend Oderman can't be taken literally about speeding. Took us from Boston to Providence Tuesday afternoon. Never hesitated even at detour signs.

Visit with Providence folks all too brief. Everybody there all set up about office and equipment. Can't understand why they seldom see Long Lines executives. Said maybe they would when new Hotel Biltmore is finished.

Arrived home midnight. After listening to trainful rabid baseball fans. Found (1) heir crying with toothache, (2) wife trying



to disguise spell of grippe, (3) letter from lawyer saying if 1920 house taxes not paid in five days holder of mortgage would put on screws. Guess fellow better stay home and watch things instead of running around pie belt meeting lot of likable people.



Federal troops order miners aboard a train at Sharples, W. Va.

SCRAPPY WEST VIRGINIA

Incidents of Recent Days When a Section Lineman Needed a Helmet as Well as a Test Set

NTO the peace of the mountain cove the report of a rifle tears abruptly, rousing echoes in the crags and startling the birds into silence. The slug of lead singing by galvanizes you into action. You dive behind the nearest cover, there to wait while the crashing of feet comes nearer and four or five men appear. They are unshaved, unwashed and their clothes show the effects of campaigning in the mountains. But their well-kept rifles testify that they mean business.

"Say, you," the leader opens up. "Those wires were cut on purpose. They're down to stay, and we don't mean to have any telephone man puttin' 'em up again, either. If you value that hide of yours, beat it out o' here, because the next time we'll shoot at you, not near you. Travel!"

Partly fiction, of course, but exactly the sort of experience you might have had if you had been a Long Lines employee on duty in the Mingo County section of West Virginia during the recent miners' disturbance.

Nation-wide publicity has been given the disturbances that obtained in this area from August 20th to September 3rd. Our folks in that section were concerned only with the maintenance of service over the lines. As many of these ran through the warred-

over territory, however, preserving communication was often fraught with danger to the non-combatants. S. R. Gentry, chief testboard man at Charleston, gives this account of the situation:

"As things are rapidly getting back to normal in this little mountain State of ours, I will endeavor to show what an important part the telephone played in the recent fighting. I am also enclosing a few pictures taken after the arrival of the Federal troops. No pictures are available of scenes before the arrival of troops. Several reporters had their cameras destroyed by the miners while endeavoring to take photographs.

"As all the testing for the local company (C. & P.) is done by the Long Lines employees at this office, we were certainly kept busy from August 20th until the trouble was settled by the arrival of troops. All the lines through the coal fields would be cut every night, and frequently when the lineman arrived to restore service, he was welcomed by several shots from a high-powered rifle, told to get out of the territory and stay out. Frequently the linemen would wait in hiding until the miners were out of sight and then restore service, only to have the wires cut again the following night.

"We succeeded fairly well in keeping the

service intact during the day on all lines except on the Charleston-Logan line. This was cut in a number of places between Madison and Blair, and the miners refused to allow the wires to be put up and warned the trouble men to stay out of that territory. They did, until the arrival of troops. The line was cut first on August 24th and service was not restored until late in the afternoon of September 4th. As it was exceedingly important that Logan be in close communication with Charleston during this period, circuits were built up from Charleston to Logan via Huntington, and trouble men were stationed at frequent intervals on the line between Huntington and Logan so that if the line should be cut it could be reached in a very short time.

"With all train service on the Coal River branch of the C. & O. R.R. suspended, and the railroad itself in the hands of the miners, it was a difficult matter to keep trouble men moving. There are no county roads anywhere near the line. What roads there are were almost completely blocked by the miners' truck and auto trains, carrying supplies and men to the 'front,' and it was not safe for our men to attempt to travel them. Therefore the telephone folks had to walk the greater part of the way. This was done without a murmur. The spirit of service shown by the Bell employees in this district during the emergency was wonderful."

J. F. Carthy says that Gauley was a regular hornets' nest of armed miners. They had a habit of cutting our lines and

then getting just out of sight and sniping at the lineman the next day. He reports:

"One night we were expecting trouble. L. D. Vance, section lineman temporarily stationed at Gauley, called in to the testboardman.

"Say, bo, I'd like to get back to Rainelle. I can't sleep very well over here. If you say so I'll start back to-night. What?"

"No, we expect the P-G to be cut tonight. Better stay there. If you can't call in in the morning just come this way until you find the break. And, say, you'd better put a couple of 44's in your hip pockets before you start.'

"Naw, boy,' replied Vance. 'I can run a heap faster without 'em.'"

The single incident that stands out above all others in the "Miners' War," as far as Long Lines folk are concerned, is the part they played in finding the lost Martin Bomber No. 5, just at the close of hostilities. Four members of the plane's crew were killed and the fifth was seriously injured when the bomber crashed during a storm.

"Shortly after 3 p. m. Saturday, September 4th," writes Chief Testboardman Gentry, "E. F. Hill, of the Chesapeake and Potomac Company, called me from the aviation field and advised that Martin Bomber No. 5 had fallen during a storm somewhere in the eastern part of Nicholas County, and requested that we call several parties in that section and start searching parties, and see what could be found out about the lost plane. During Saturday

(Continued on page 38)



Linemen and six soldiers on a Government motor car starting out to restore service.

No trains running.



Obverse and reverse of the strikingly beautiful Vail medal, awarded to Bell System employees "for noteworthy public service."



HONORED

The National Committee of Award, Theodore N. Vail Medals, 1920, Reports its Findings and Names Gold and Silver Medal Winners for the Bell System

O the Trustees, Theodore N. Vail Memorial Fund: In the performance of its duty, the Committee of Award has been impressed by the fine spirit which prevails among the men and women of the Bell System. It has been clearly shown from the reports which the Committee has had the opportunity of examining, that loyalty and devotion to public service and disregard of self are the rule rather than the exception.

The Theodore N. Vail medals are intended to give some special recognition of noteworthy examples of public service which typify the most outstanding and inspiring acts of Bell System employees. Not all such acts can be recognized by medals, but awards have been made to emphasize in the minds of all the spirit of public service which is most inspiring.

In the award of gold and silver medals, the Committee has endeavored to designate, from among a large number of praiseworthy acts, a few of the most conspicuous instances in which this universal spirit is exemplified.

Naturally, the task has been a difficult one because comparison has been necessary between actions based on the highest intention, but performed under a great variety of circumstances. We have endeavored to take into consideration, not only all the facts, but all the difficulties involved and the results achieved, drawing the line between instances of almost equal

merit. In the awards which we have made, we believe that the highest ideals of the public service of telephone people have been exemplified.

Numerous acts of heroism and self-sacrifice on the part of telephone people while not engaged in telephone service have been reported, but in the awarding of medals which are commemorative of Theodore N. Vail, it seems peculiarly fitting that acts of noteworthy public service in the performance of telephone duty should be specially considered. Mr. Vail's ideal was the development of the telephone for the highest possible public service and these medals are appropriate means for the perpetuation of that high ideal. The awards are as follows:

A gold medal, with the special cash award of \$1000 provided for presentation for a very exceptional act or service if and when the Committee deems an occasion deserves such recognition, to

MRS. MILDRED LOTHROP

Chief Operator

Northwestern Bell Co., Homer, Neb.

CITATION

FOR noteworthy public service in the face of increasing personal danger and public disaster, displaying the highest courage, loyalty and devotion in saving human life

After midnight on May 31, 1920, receiving word of an approaching flood she took

her place at the switchboard, warning the people to flee for safety and calling for help from the surrounding country, continuing her efforts until the rising water disabled the switchboard, when she barely escaped from the flooded building.

A silver medal, with a cash award of \$250, to

FRED J. L. BAYHA Combination Man

New England Co., East Providence, R. I.

CITATION

FOR intelligent initiative and prompt action in an emergency.

On January 29, 1920, while in the discharge of his duty, he entered a burning house, rescued a small child from a smokefilled room, called for medical assistance,

gave aid and comfort to a fatally burned woman, and alone put out the fire.

A silver medal, with a cash award of \$250, to

JOHN E. MORAN Section Lineman

A. T. and T. Co. (Long Lines Department) Syracuse, N. Y.

CITATION

FOR a fine act of service in an emergency.

On October 6, 1920, while working on the telephone lines in the neighborhood of Eagle Village, New York, he witnessed a serious automobile accident, with promptness and sight, utilized his equipment to rescue two persons from the overturned car, summoned medical and other aid, and by first-aid treatment saved the life of one of the victims.

A silver medal, with a cash award of \$250, to

MRS. KATE DAY Matron

Southwestern Bell Co., Dallas, Tex.

CITATION

FOR coolness and courage in behalf of others in a time of danger.

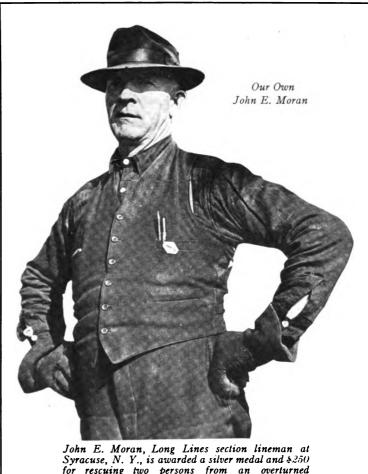
At 1:45 a. m. on April 15, 1920, during a fire which destroyed the Blue Bell Lodge, an operators' home in Dallas, she promptly marshalled the forty-five occupants, so that a panic was impossible, directed them in an orderly manner from the burning building and did not leave until, at personal risk, she had made sure that all were safe.

A silver medal, with a cash award of \$250, to

FRANK H. FORREST

Manager

Northwestern Bell Co., Dakota City, Neb.



for rescuing two persons from an overturned automobile and saving the life of one of the victims.



Harold E. LaBelle, manager, Mountain States Co., Tooele, Utah, for rescuing from freezing an injured and helpless companion.



Frank H. Forrest, manager, Northwestern Bell Co., Dakota City, Neb., for aid rendered the stricken town of Homer.



To Mrs. Mildred Lothrop, (center), chief operator, Northwestern Bell Company, Homer, Neb., the national committee awards the gold medal and the special cash prize of \$1000 provided for very exceptional acts or services.



Mrs. Kate Day, matron, Southwestern Bell Co., Dallas, Tex., for guiding operators from a burning building.



GOLD AN MEDAL V



P. W. Oldfiel
N. Y. T. Co
N. Y., for reso
man fr



ND SILVER WINNERS



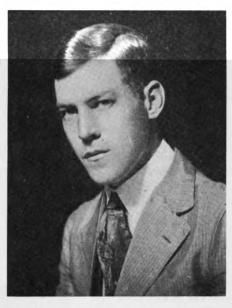
cable splicer, Poughkeepsie, ung unconscious m pole.



Mrs. Lothrop is cited for displaying the highest courage in saving human life. Receiving word of an approaching flood she stuck to her post at the switchboard, warning people to flee, and herself barely escaped.



Miss Katharine Lind, operator-in-charge, Bell Co. of Pennsylvania, Mahaffey, Pa., for maintaining service during fire.



Charles N. Cox, manager-repairman, Southwestern Bell Co., Harlingen, Tex., for preventing the wreck of a heavily loaded passenger train.



Fred J. L. Bayha, combination man, New England Co., East Providence, R. I., for rescuing a child from fire and aiding a burned woman

CITATION

FOR courage and devotion to duty in the service of an isolated and threatened

community.

On June 1, 1920, at the risk of his life, he fought his way for miles through a flooded valley, to reach the stricken town of Homer, where he re-established, by telephone, communication with the outside world, summoned aid and assisted in the work of restoration.

A silver medal, with a cash award of \$250, to

HAROLD E. LA BELLE

Manager

The Mountain States Co., Tooele, Utah

CITATION

FOR his fortitude and devoted service in behalf of a

fellow employee.

On December 12. 1920, after being out nearly all night in a blizzard, locating line trouble, and although suffering from exposure, he sought and rescued from freezing an injured and helpless companion, carrying him in the darkness for more than a mile over a rough swamp, and driving with him twenty-four miles for medical attention.

A silver medal, with a cash award of \$250, to

MISS KATHARINE LIND

Operator-in-Charge

The Bell Co. of Penna., Mahaffey, Pa.

CHARLES N. COX Manager-Repairman Southwestern Bell Co., Harlingen, Tex.

CITATION

towns; maintaining service despite the

A silver medal, with a cash award of \$250, to

rapid spread of the fire around her.

FOR prompt and intelligent action in the

service of the public.

On December 16, 1920, while locating toll line trouble near a railroad, he found a broken rail, climbed a pole and by means of his test set notified the train dispatcher, then remained on guard until railroad employees arrived, thus preventing the wreck of a heavily loaded passenger

> A silver medal, with a cash award of \$250, to

FRANK C. WELLS Lineman

The Bell Co. of Penna. Pittsburgh, Pa.

CITATION

FOR prompt and fearless action in saving the life of a fellow employee.

On July 8, 1920, when another lineman by accident came in contact with a circuit carrying a dangerous electric current, at the risk of his own life he cut the heavily charged wire and released his already unconscious com-panion, whom he then resuscitated.

A silver medal, with a cash award of \$250, to

P. W. OLDFIELD Cable Splicer

New York Co., Poughkeepsie, N. Y.



And another silver medal winner—Frank C. Wells, lineman, Bell Company of Pennsylvania, Pitts-burgh, for releasing and resuscitating an electrically shocked companion.

CITATION

FOR devotion to duty and unfailing

courage in an emergency.

On June 26, 1920, when the town of Mahaffey was swept by a conflagration, she hastened to the threatened telephone building, where she remained alone at the switchboard, notifying the anxious townspeople of the progress of the fire apparatus which had been summoned from other

CITATION

FOR intelligent initiative and prompt action in the saving of human life.

On August 21, 1920, while testing lines at Wappingers Falls, N. Y., receiving a cry on the wire that an electric light employee was in contact with a dangerous current, he at once had the power shut off, summoned a doctor and, driving rapidly to the scene, rescued the unconscious man from the pole

where he was hanging by a safety belt.

The report is signed by J. J. Carty, J. D. Ellsworth, Mary T. Reuse and H. B. Thayer, the members of the National Committee.

J. L. McKay Heads New Plant Division

TITH the advent of the new year the much discussed new Plant Division 2 organization will be inaugurated, with headquarters in Philadelphia. J. L. McKay, District Plant Superintendent of District 21, Philadelphia, has been selected as the new Division Plant Superintendent. The territory which has

been assigned to him will embrace seven states — Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, Ohio and the District of Columbia.

Mr. Mc-Kay's rise from a testboard man, his first job with our Company, to his latest position as head of one of the five divisions comprising

the Long Lines Plant organization was made possible by the thorough training he received in the school of experience. The early years of his business life were spent as a railway telegraph operator. He entered our service by way of the Philadelphia testroom in May of 1894, and a few years later was promoted to Chief Testboard Man in the same office.

When a vacancy occurred at Harrisburg, Pa., in April, 1909, he was selected to become District Plant Superintendent. Subsequently in 1913, he was transferred in a similar capacity to District 23 at Pittsburgh. In April, 1918, he became District Plant Superintendent in Philadelphia.

In all of the positions he has filled Mr. McKay, in addition to the qualities making for success in his work, has always had the happy knack of making many friends both inside and outside the telephone ranks.

H. M. Streeter, of Division 1 Plant office, New York, relieves Mr. McKay of his duties as District Plant Superintendent on November 1. During the two months intervening before the first of the year, the new Division Superintendent will be engaged in perfecting the organization of the Division 2 office.

Mr. Streeter entered the service of the Long Lines Department at Buffalo, N. Y., in June, 1906, where in a short time he attained the position of Chief Equipment Man. From Buffalo he was transferred to Division 1 headquarters, New York, to serve on various assignments involving

duties peculiar to his special engineering ability.

For a brief period he was District Plant Superintendent at Lansingburg, N. Y., but owing to the need of his assistance during the war, he was moved back to Division headquarters at New York to assume the duties of Division Plant Engineer until peace



Three long ray's for the continued success of Messrs. McKay and Streeter, newly appointed division and district plant heads in Philadelphia.

was declared.

His all around experience admirably fits him to fill the vacancy created by Mr. McKay's promotion.

Query From Philadelphia

Long Lines magazine, from what we have seen,

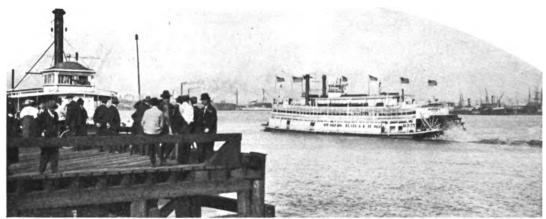
Made a hit, for a baby that's new. Its sisters and brothers, and a great many others,

Said "Welcome" with a love that rang true.

But they made no mention; it has caused much contention;

The debate has our heads in a whirl;

Say, Ed, take a look in the Bell family book,
Is our baby a boy or a girl?



The river steamboats that help to make the Mississippi famous.

N'ORLINS

Meaning New Orleans, as Described and Pronounced (with a Silent "R" of Course) by W. L. Dusenberry, Commercial Representative, Atlanta

O most of those who have seen New Orleans, it is regarded as the wonder city of America. City of mystery, intrigue, adventure. The lure of the old world remains and it holds thrills for those possessing even a thread of imagination.

It is called the Crescent City because the Mississippi River in its wanderings has here taken for its banks the curving form of the

moon in its first quarter.

Miles and miles of giant levees fourteen feet high and fifteen feet wide keep the turbid current of the river where it belongs. To speak of the prospects of a flood to a New Orleanian is as healthful as to mention earthquakes to a San Franciscan. It just isn't done. The year 1882 saw the last flood New Orleans had that amounted to anything; and as that was before the days of the big cement levees that now protect the city, the possibility of flood is remote. The old levees were made of straw, clay, rock, mud and brush, and many days of high water washed sections out and gave the flood a start.

New Orleans is the largest cotton market in the United States and is the location of the principal cotton exchange of the country, the transactions of which greatly exceed even those on the New York cotton exchange. This fact brings New Orleans into prominence from a telephone and telegraph standpoint, as approximately 80 per cent of the business transacted originates from out of town sources and of this the majority is handled by telephone or telegraph. Our business is greatly stimulated during the cotton season which, as a general rule, is at its height while the crop is being marketed; that is, from early September to the middle of November.

The climate is semi-tropical. Ideal for nine or ten months of the year and, if you know how to dress and loaf, bearable for the remainder of the year. Heavy rains and high winds take the place of northern snows. Trees, grass and shrubs are always green. Palms of all kinds are abundant; avenues are lined with them, banana, fig, Spanish dagger and royal. Oleanders, pomegranates, crepe myrtles, fruits and flowers of other worlds all can be found here.

Canal Street is the main business thoroughfare, and divides the French Quarter or "vieux carré" on the northeast from the new city or American Quarter on the southwest. Along Canal Street are stores of all descriptions that draw the female of the species, Maison Blanc, Godchaux, Lazarde, Mayer, Adler, and—er—Woolworth.

In the older parts of town the streets are narrow and dirty and bear either French or Spanish names. Streets in the French

"quartier" are fifty French feet wide and divide the quartier into sixty squares encompassed by Esplanade and Canal, Old Levee and Rampart Streets. This section is distinctive, inhabited by Creoles, and the buildings are made of adobe walls, sometimes stuccoed, with tile roofs. They all have balconies and the majority contain inner courts with bubbling fountains, green palms and riotously colored flowers and birds. Here and there may be caught flashes of velvet black eyes, made more attractive by tinkling laughter. Gaze too long and who knows perhaps in the morning the Times-Picayune may carry a little stick of news to the effect that a stranger had been found with a long, mean, curly knife just under his fifth rib.

The French market along the levee and back of the old station is a sight no tourist would miss. One can buy absolutely anything to eat here, onions and garlic on strings, bright red, yellow and green peppers, fresh figs, dates, guava, red and white near-wine, live chickens, ducks, geese, pigeons, doves (killed to order), fish, shell fish and canned fish—anything.

Facing on Jackson Square, formerly the Place d'Armes, is the St. Louis Cathedral, most famous of New Orleans churches. Near by is the Cabildo, Spanish Court

House, built in 1794 by Don Almonaster y Roxas who was alcalde or justice of the peace at that time. Then the Hotel Royal inside the rotunda of which is still to be seen the old slave block, where the slaves were auctioned off to the highest bidder. Chartres Street was the home of the old merchant prince who with Jean Lafitte, pirate, conspired to rescue Napoleon from St. Helena. Napoleon's death spoiled a perfectly good plot.

Queer street names abound, Religious Street, Amen Street, Mystery Street, Love Street and Good Children Street.

Mardi Gras is of course the big event of the year—the "grand final" of the winter's sport and social whirl. It comes just before Lent. The name is the French designation for the day before the one on which Lent begins and may be translated literally as Fat Tuesday, so called because of the old French custom of leading a fat ox at the head of the triumphal procession held on that day. New Orleans has celebrated Mardi Gras since 1837 and it is a gala affair indeed. Floats, parades, masked revelers, all are out surcharged with gaiety and good will. Merriment is the prince. Comus, Momus, Proteus, the Lord of Misrule, Rex and hundreds of other masked monarchs and their queens are everywhere.



Canal Street is probably the busiest commercial thoroughfare in the South.

No questions are asked as partners are interchanged—maidens, matrons, young men, old men, youth and age in a riot of fun. Costume balls or street dances, they are all one and the spirit of Mardi Gras is the entrée to the one as to the other.

For those who hanker for good food and rare, let me rise to state that in all this land of ours there is no spot that offers more gastronomic traps and snares. Certainly if the chefs at Antoine's, La Louisiana, Comus', Kolb's, Fabacher's, and Begue's fail to lure you to discomfit, then you may write yourself down as hopeless and old.

The Duelling Oaks are tremendous spreading trees several hundred years old and underneath whose shade have been settled love tangles innumerable. A rapier thrust, a shot, then a drive back to the city, perhaps to be followed later by a longer, quieter drive ending up in old St. Louis cemetery in one of the "ovens" in which they bury the bodies sealed in with a slab reading "Killed on the field of honor."

Suicide Oaks offer another sure cure for unrequited love, with many convenient, low hanging boughs.

New Orleans has three universities, foremost among which is Tulane; several

colleges, schools of medicine, pharmacy, dentistry, law, engineering, art, music, domestic science and commerce; scholastic population of nearly 100,000 and a public school enrollment of over 50.000. It is recognized as one of the five

great medical centers of the United States.

And then there is Jefferson, the Independent State of Jefferson, so called for its hardihood and air of defiance to law, order and quiet; but even Jefferson has succumbed mightily to prohibition's attack. The sazerach cocktail and the stinger still remain, in name, but they have become furtive and wane. However, there is a certain spot in this still damp oasis where one can get a very—perhaps we'd better lay off.

On Armistice Day

HEN on Armistice Day, November 11th, President Harding begins his funeral oration over the body of an unknown soldier in the National Cemetery at Arlington, Va., his voice will be heard by large audiences in New York, Chicago and San Francisco, as well as by the thousands gathered in and around the Arlington amphitheatre.

Every prayer and address uttered on that solemn occasion will be transmitted to these distant cities by our lines, and then, by means of loud speakers, carried to the ears of the throngs that will have gathered to pay homage to America's illustrious dead.

The ceremonies at Arlington will be in charge of the U. S. Army. The co-ordinated ceremonies—at noon in Madison Square Garden, New York, at eleven o'clock in Medinah Temple, Chicago, and at nine o'clock in the Civic Auditorium, San Francisco—will be conducted by the American Legion posts of these cities.

As soon as President Thayer's offer to President Harding of the Bell System's transcontinental circuits and loud speaker apparatus was accepted, engineers of the A. T. and T. Company, under the direction

of Col. J. J. Carty, undertook the extraordinarily difficult task involved in the plan to bring, in effect, these distant audiences to the Arlington ceremonies. No other cities could be included because the methods of achieving the desired result



New Orleans' old St. Louis Cemetery with its endless tiers of "ovens."

have only just been perfected, and the complicated apparatus required could not be manufactured in necessary quantities.

The transmission of the words that will be spoken on November 11th will mark the beginning of another epoch in the development of communication. The event will not only add to the solemnity and National significance of the ceremonies at Arlington, but will call the world's attention anew to the triumphs of Bell Engineers.



ing was called to receive the reports of subcommittees which have been at work on

matters of general interest to the Association,

and to present their conclusions to the

the photograph are, standing, left to right; S. V. Adkins, Columbus, Ohio; I. E. Lattimer, New York; J. M. Connell, Philadelphia; E. J. Padmore, New York; J. H. Dimick, Denver, Colo.; E. T. Bryant, New York; S. B. White, Albany, Ala.; H. E. Schreiber, St. Louis, Mo.

Seated: Misses H. M. Megirr, Philadelphia,

alternate for Miss N. Murphy; M. R. Morsches, Chicago, Ill.; C. B. Robertson, Memphis, Tenn.; G. H. Powers, New York; L. E. Morris, St. Louis, Mo.; E. Kertscher,

The members of the committee as shown in

More A. of E. Items

Immediately following the Executive Committee's meetings in New York, the Committee on Revision of the Constitution went into session. This committee, composed of E. J. Padmore, G. A. Richardson, C. G. Gorby, J. H. Dimick and Miss

Winifred Gibson, has for its function the considering and preparing of proposed changes in the Association's constitution.

Director.

Cleveland, O.

J. B. Drake, of Buffalo, Secretary-

Treasurer of the General Assembly, Association of Employees, has had his first opportunity to make an on-thespot examination of the work done so far by the newly appointed office of assistant to the Secretary-Treasurer, in New York. He found the work going smoothly and feels that the office will fill a

long felt need.

New Office Created

W. E. Wickenden, formerly of the W. E. Co., has been appointed assistant vice-president, to work toward improving relations with the colleges throughout the country.





Two crowds. Above, the whole bunch; below, plump ladies' race.

Down to Rehoboth, one eighty-five strong, Providence with Boston skipping along. Games galore, and then some more; Candy prizes in all sizes; Also smokes; Everything to suit the folks.

My! I feel empty. When do we eat? Don't those clams smell nice and sweet?

FPTEMBER 25th was a gala day for District 13 of the Employees' Association; the Providence and Boston offices, for the first time in the chronicles of their Traffic and Plant Departments, joined in a gettogether party.

Frances Farm, at Rehoboth, Mass., was the place chosen for this clambake and outing. The majority of the people were conveyed to Rehoboth in large motor trucks and sightseeing 'busses. The remainder of the crowd, through the courtesy of Messrs. Oderman, Miller and Quimby, of Boston, and Messrs. Kenyon, Hammett and Pierce, of Providence, were transported in private cars.

À baseball game in the morning resulted in Providence defeating Boston 10 to 3. Much credit is due Chief Testboardman Fraser, of Providence, Keyes, Bruner, Galletly and Conroy for their agility, which was remarkable. Of course Boston claims that these fellows' poise was due in part to

OUR PURITANS

the training they received last spring at the dancing class at Providence.

While the men enjoyed the ball game the girls participated in other games and practiced for the races which took place in the afternoon. At 1.30 p. m. the first call for dinner was issued and in a short time one hundred and eighty-five hungry people sat down to a regular old-fashioned Rhode Island clambake consisting of clam chowder, baked clams, baked fish, sweet corn, brown bread, white bread, sweet and white potatoes, ginger-ale and ice-cream.

After dinner, prizes—Oh, very costly ones—were awarded the persons consuming the largest number of clams. First men's prize was awarded to J. F. Oderman and first ladies' prize to Miss Doran, also of Boston. The trophies awarded are to be placed in a conspicuous corner of the Boston office.

Later the races started. They consisted of an egg race, a 50-yard dash, a threelegged race, a relay race and most interesting of all, the plump ladies' race.

The choosing of competitors for this race proved very exciting. C. C. Quimby, of Boston, chose for the Boston side and Providence still is anxious to know what he considers plump. They think his idea is quite vague. He continued to choose 95-pounders until the Providence plumps, ranging from 190 to 250 pounds, accepted the challenge. Naturally the greater avoirdupois was a little late getting in. Providence says they will cheerfully meet them again, but Boston must produce commensurate subjects.

Boston showed great speed and carried



CELEBRATE, TOO

away the prizes from the real plumps, but in a short time a tug-of-war took place between the Boston and Providence girls and in this Providence proved its strength by letting Boston have a big drop and taking away the prize. This aroused the Boston men and in a short time a tug-ofwar was on between the less deadly of the species. With the aid of the able-bodied cable men and Mr. Miller, Boston Traffic, Boston carried off the prize.

A ski race was scheduled, but did not take place. Some of the best skis in the State were secured for the race. The only reason given for its being omitted was that all bets were on A. H. Kenyon and his previous record was so well known that no

competitors could be found.

Messrs. Oderman and Quimby, of Boston, and Messrs. Kenyon and Reilly, of Providence, acted as judges. Everybody extended words of appreciation and planned to meet next year at the same place.

Richmond in New Quarters

For many years the Long Lines office in Richmond has occupied quarters on the second floor of a three-story building at the corner of 10th and Hull Streets. When the office was established the location was not within the corporate limits of the city of Richmond, but was in the town of Manchester, separated from Richmond by the James River.

Everybody loved the old place, but the equipment in the office was worn out, the building was ancient and the location was no longer desirable or even suitable. So

Richmond moved.

Three inviting sign posts to an unusually happy frolic.

Arrangements were made with the C. and P. Company to have a fourteen position switchboard installed in some unused space in their toll operating room, and a testboard with its associated equipment installed in some unused space in the local terminal room.

The local company managed to make some rearrangements in the retiring and locker rooms in order to accommodate our girls, and shifts were made so as to provide offices for the traffic superintendent and the Plant Department on the same floor with

the operating and terminal rooms. At 10.01 on the evening of September 17th the cut-over was completed. There is not much to tell about the details. District Traffic Superintendent Brown and the Chief Operator, Miss Dew, were in charge of the Traffic Department's end of the event, while W. S. Young, Chief Test-board Man and Chief Equipment Man Wood were in charge of Plant Department duties. Everybody on duty at the time of the cut-over had been thoroughly instructed as to their duties and the result was that when the signal to cut was given everybody did the right thing at the right time and that is all there was to it.

E. R. Albrecht, district plant superintendent, and his assistant came down from Washington to see the job done.

MEET P. C. COMPLETED

By Miss Bessie Kimmich, Indianapolis Traffic

HEN you speak of "per cent completed" most of you think of me merely as a figure without thinking very much about what I

represent. That figure placed on your record each day or posted in your office does not mean anything unless you think of what it really is: per cent of Service given to the public. "What You say, is service. then?" Service has been defined as "conversation between two satisfied subscribers."

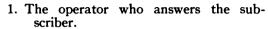
Although I am called Mr. Per Cent Completed, I am really Mr. Per Cent of Service and that is the predominant thought in our business today—Service, not only to the public but to other offices.

You know, some mornings when you get started wrong, things seem to go backward all day and you are not able to get straightened out until the next day.

If the calls filed between 7 and 9 a. m. are not disposed of quickly, some of them hang over to the peak of the morning and the first thing you know there is delay. This hurts me considerably and at the same times does not give Mr. Calling Party a very good impression of our service.

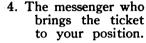
Co-operation is absolutely essential in order to give the per cent of service demanded by the public. Think of this for a moment and think how helpless you would be in your work without the aid of others. Let me tell you the number of other operators required for the handling of one

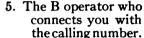
attempt on a call to a direct circuit point:

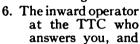


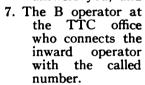
2. The recorder who answers "Long Distance" and takes the details of the call.

3. The directory operator who furnishes the called number.









If anyone of these operators fails in her work, it makes more work for you and reflects seriously upon the service given to the subscriber on that particular call, and I might go further and say upon the service given on the calls which are awaiting completion. Do you co-operate?

It is necessary for you to be on the alert every minute, exercise good judgment, have a lively imagination, guard your temper, keep your eyes and ears open at all times, and last, but not least, be resourceful. Speaking of resourcefulness reminds me of a story:

A wise old Italian organ grinder could not buy the necessary coal, so he tied his trick monkey to a pole and placed the mimic man in the front yard near the railroad track. When the firemen on the passing locomotives got through taking a shot at the animal, the resourceful old Italian had two tons of anthracite scattered about his front yard, and he said: "De monk was no hitta de one time."



"When St. Louis and Omaha Traffic meet," say Misses Louisda and McEvoy. A very fittin' background, we'll add.



About seventy-five per cent of the calls filed are completed without very much effort upon your part. It is that part of the remaining twenty-five per cent which tests your resourcefulness, and which makes up the difference between the per cent which you get and the per cent which you would like to get.

A call was filed for a Mr. B. at a bakery in ——. The operator received the report that the bakery had been sold. Upon giving this report to Mr. Calling Party, he said that he had wanted to sell some flour which he had in a car at ——. The operator immediately thought that if the bakery had been sold, someone must have bought it and if Mr. Calling Party merely wanted to sell flour that he would be willing to talk to the new owner. This call was completed.

Why not make a game out of it and see how many of these difficult calls you can complete and how many times during the

day you are able to complete a call because of being resourceful?

We must believe in our fellow workers. A person who is really capable of being successful is not small enough to get jealous over another person's success. He realizes that it is a boost for him for one of his associates to go up the ladder another rung.

—Mr. Per Cent Completed.

Walker Street Steps Out

A complimentary dance was held September 29th, on the seventh floor of 24 Walker Street, the operators' quarters of the New York District Traffic. About 600 employees attended. Dancing was held in the rest room and the dining

room, two orchestras providing the music. Both rooms were decorated with orange and green festooning, mountain laurel and autumn leaves. A scattering of pumpkin heads and black cats' head lanterns gave a suggestion that Hallowe'en was

approaching just around the corner.

The novel feature of the occasion was the prize hunt for "talking tickets." The slogans of the New York office right now are: "Be on a winning team," and "Make your tickets talk." The contest consisted of having prize tickets distributed among the crowd and held by 26 individuals. To win one of the 26 prizes everyone was required to approach everyone else and say, "I'm on the winning team. Make your ticket talk." If the contestant approached the prize-ticket holder and used the right expression, the latter would hand out the talking ticket, which told the winner to present it to the committee at ten o'clock and receive a prize.

Each ticket was numbered and the prizes consisted alternately of something valuable and something nonsensical; for instance, the first prize was a ten-pound boned ham and the second a toy train of cars. Each prize

was wrapped in disguised shape and the winner did not know what the bundle consisted of until it was opened.

Two exhibition dances were given, one by Miss A. White of the recording force and the other by Miss Pauline Menninger, also of the recording force, and her sister.

Cleveland Girls Bowl

The feminine members of Traffic branch 100, at Cleveland, recently inaugurated a bowling league consisting of six teams of five members each. Ida M. Blickert was elected chairman of the bowling committee, while the following were chosen captains: the Misses Krueger, Nugent, Storms,

Hibel, Meier and Blickert.

A valuable prize will be awarded to the young lady bowling the highest individual score, and a trophy will be given to the team holding the highest honors at the end of the season



"We enjoyed every bit of the time we spent in the New York office helping out," write Miss Garrison and Miss Manny, now back in Cincinnati. "It's great to be away for a while, but, oh, to get back home!"



New York's Basketball Season On

BASKETBALL tournament has been arranged by the New York Telephone Society, covering the entire season, in which the Long Lines Department will be represented on two of the twelve teams in the league. The five representing 195 Broadway will be composed of players selected from all departments of the Company in that building. The other team will be made up of men from the different departments in the Walker Street building.

The 195 Broadway team has started its practice with a rush, under the guidance of its coach, G. Z. Maclary, Long Lines Engineering, who expects to put out a championship aggregation. Several promising new players are out for the team, in addition to the veterans Smyth and Schinkel of the General Plant and Hanners, Carney, Bussereau and Parker, Long Lines Engineering, whose work last year made the A. T. & T. Company team such a formidable opponent in the struggle for first honors.

November first is the opening date when the 195 Broadway five meets the Manhattan Plant team of the New York Company and the 24 Walker Street quintet clashes with the new York Telephone Company's Manhattan Commercial outfit. There will be two games every Thursday and Friday evening during the season.

Immediately following the second game there will be dancing in the reception room.

This is an opportunity that has long been sought. Members and prospective members of the society will be gladly welcomed.

For the benefit of the ladies the committee is sending out questionnaires which when properly filled out and returned will entitle them to a card of admittance. This card will be good for the entire season, and will also be honored as a pass to the games held in the Long Island and Westchester sections.

Kansas City Bowling

With the bowlers in the Kansas City telephone league rounding into their fifth week the standings of both Long Lines teams are considerably improved, and the prospects are good for team No. 2 to step into first place when they meet the present occupants of that exalted position. The following is the standing of the various teams to date:

	Won	Lost	Percentage
S. W. B. Tel. Co. No. 1.	. 10	2	833
Long Lines No. 2	. 9	3	750
W. E. Automatics	. 7	5	583
W. E. Manuals	. 7	5	583
Long Lines No. 1		7	417
S. W. B. Tel. Co. No. 2	. 4	8	333
K. C. Tel. Co. Office		8	333
K. C. Tel. Co. Plant	. 2	10	167

High individual 10 frames to date, J. Bauers,	220
Long Lines No. 2	566
High individual average to date, R. Patterson, K. C. Tel. Co. Office	

Ex-Service Men Parade

During the state convention of the American Legion of Ohio, held at Toledo, the ex-service men of the District Plant Superintendent's Office took part in the parade held in honor of the Ohio boys who "went west" during the war. The District Office proved to be 100 per cent American; every unmarried man in the office had worn the uniform.



The picture shows, left to right, front row: W. L. Lynde, P. C. Holter, C. B. Kinley, F. C. Kersting,

W. Sandoz. In the rear: R. E. Bayer, E. G. Amon, P. A. Hall, F. E. Thornton and O. L. Phillips.



Harrisburg Nine Loses Close Game

UR Harrisburg nine, pennant winner in the Harrisburg division (Bell of Penna.) baseball league, was defeated 3 to 2 by the Pittsburgh Buildings team, who topped the list in the Pittsburgh division league, in the game to decide the State championship of the Bell Company of Pennsylvania leagues. The game was a hard fought pitcher's battle, with C. Werling of the Buildings team getting the long end of the score. Douglas of the losers struck out eight men, but was touched for nine hits, bunched so as to come when most needed.

Buildings scored first in their initial trip to the bat, but the lead was soon tied when the visitors pushed a run across in the There was no more scoring until the fifth, when Buildings got another run. The boys from Harrisburg tied up the count in the sixth again.

With two out in the last of the ninth it began to look as though the game would go into extra innings, but E. Werling doubled to right and promptly stole third, to score a minute later when Giles bounced a hit off the shins. The pitcher's score by innings:

Pittsburgh 1 0 0 0 1 0 0 0 1-3

Harrisburg 0 1 0 0 0 1 0 0 0-2

"Think it's safe to leave that nice little girl out there on a page all by herself?" asked Mr. Printer. "Sure," we told him, "look at that fine bunch of bodyguards right opposite."
Oh, yes. She's Miss Terry—Martha Terry, of Association Branch 33, Chicago

There was a large attendance at the opening games and from the interest shown a spirited and enjoyable season is expected. Various team and individual prizes are being offered and a banquet will be held at the end of the season.

Our fellows were matched against the Motor Vehicle team. Long Lines won the first game of the match, but lost the remaining two. The only excuse to be offered for losing the game is on account of lack of practice.

The following men compose our team: L. R. Douglas, captain, W. R. Peters, T. R. Redden, J. W. Archer, M. S. Buck, T. Cox, V. R. Davis, J. E. Friskhorn, W. B. Stanford, W. T. Dean.

Peters Surrenders Title

F. Peters, New York Plant, holder of the Tele-Society phone tennis championship cup last year, lost his title when he was defeated by K. S. Johnson, Western Electric, in the semi-finals of the New Jersey sectional tournament which has been completed. Johnson in the next round won the championship for that section, and later established his right to premier honors of the society in the contest with other sectional winners.

A. S. Campbell Honored

A. S. Campbell, General Supervisor of Lines, Plant

Department, New York, was made a thirty-third degree Mason, at Boston, a couple of weeks ago. Mr. Campbell, one of the pioneers of long distance telephony, built the first land. telephony, built the first long line in this country, in 1885, between New York and Philadelphia; and Long Lines hopes that it will not be long before the gentleman can be persuaded to sit down and dictate, in his own terse style, some of his adventures on this and other early construction projects.

Pittsburgh Rolls the Little Ones

The Bell Telephone Duck Pin Bowling League recently opened its season at the Strand alleys, Pittsburgh. The league consists of twelve teams:

Long Lines Motor Vehicles Hill Buildings Commercial Grant Cedar Engineering

Hiland Auditing Schenley McKeesport

PX Athletics Begin

THE Bell Company's Athletic Association, of Philadelphia, is now in full swing. Its membership has already passed the thousand mark and is still going strong. The Long Lines Department has seventy-four members enrolled. The dues are five dollars a year, and the money paid in will be used to finance the various sports.

J. L. McKay, our newly appointed Division Plant Superintendent, has been elected to serve as a member of the executive board to represent the Long Lines, which as a whole will be considered as one department of the association.

The following sports will be covered: tennis, baseball, basketball, football, golf, bowling, soccer, hockey, swimming, trapshooting and track and field sports.

• •

District 21 is again ready to defend its title as chess and checker champion of Division 1. It is also eager to extend its activities so as to take in games with other divisions. Any district or division team desirous of engaging them in mortal combat should communicate with the manager, F. C. Koelle, Room 704, Bourse Building, Philadelphia.

A handicap chess tournament is now in progress in District 21 with 23 chess fiends entered. Each contestant plays one game with each of the other entries. Prizes are to be given to the two players turning in the highest score.

• •

The bowling season for 1921-1922 started September 29th, with eight teams entered. The Long Lines team, champions of the Bell League's 1920-1921 season, will again defend its title with a team composed of the following players: Marshall, captain - manager; Stohner, Hacker, Begley, Ward. Substitutes, Hoffman, Holstrom and Lawrence.

"Take Some Cigars"

A section lineman in Pennsylvania sought permission to trim a tree. The housewife whom he consulted said she could not give her consent because her husband, who was absent, prized the tree highly. The lineman called again when the husband was at home and after some discussion secured the

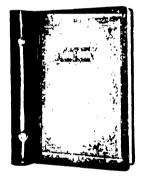
necessary consent to proceed with the work.

Upon completion of the job, the lineman asked the husband if the work was satisfactory. The property owner said, "Yes, how much do I owe you?"

The lineman replied, "Nothing; the telephone company pays me for my work and we trim the trees to keep the wires clear of the foliage, because the trees interfere with the service."

"Well," said the owner, "that is certainly a fine job and I feel that I owe you something. Take some cigars, anyway."

Long Lives for Long Lines



If you want a record of co-workers' achievements, chronicled as they take place; if in after years you want to be able to say, "Yes, I had a hand in that; here is the story, with pictures, just as it happened."—

Keep your copies of Long Lines in a special binder.

Arrangements have been made to supply those desiring them with neat black binders similar to that illustrated. On receipt of check or money order for one dollar (a special rate made possible by ordering in quantity) with the name and address of the sender, the Editor's Office, Long Lines, 195 Broadway, N. Y. C., will see that a binder is promptly forwarded.

Oh, All Right

OPERATOR: "Cincinnati is calling Mr. Smith."

SUBSCRIBER: "I haven't anything to say today, tell Mr. Jones I'll call him tomorrow."

OPERATOR: "I am unable to pass that information."

SUBSCRIBER: "Oh, my gosh! If you are afraid to lose a call, I'll talk."

Here's Tulsa Again

HESE girls just to the right are Tulsa girls. Mrs. Chace is the tall one, and the downhearted looking one is Miss Whisenhunt, Texas operator. We'll tell you about her in a minute.

The one we intended to really write this note about is the third, Miss Eunice Patterson, nicknamed Pat for short. She has been clerk at Tusla for some time, but we are losing her next week, as she is going to get married. The worst part of it is, she is going to Chicago to live, and we do hate to give her up, and just between us, we think she rather hates to leave the Tulsa family.

Now about Miss Whisenhunt. As we said before, she's the Texas operator, and she's the limit. She had a call to Ranger, Tex., Saturday, and at five minutes before 1 o'clock received a report that the party had gone to the station and was leaving on the 1 o'clock train.

Miss Whisenhunt asked the operator to try the depot and about a minute later had They talked about two the man talking. minutes and just before the man hung up, Miss Whisenhunt declares she heard the train whistle.—L. Van B.



On the roof of the toll building, Chicago: Misses Moylan, Kehoe and West—and the grim reaper, matrimony, nabbed two of them before we could get to press with the picture.



Tulsa, Okla., girls: Mrs. Whisenhunt Misses Chace, and Patterson. There's something about 'em on this page.

Any Time You Say, Hortense

DEAR ED:

Thanks for the luncheon invitation.

P'raps I'll accept some day. But just now we're awfully busy.

Up in Walker Street.

What with handling lots of traffic.

Making our tickets talk. Telling it to the operator. And having parties now and then.

But that all comes.

From being on a winning

It's a great life. So long.

More next time, maybe.

-Hortense.

This From Cincinnati

OPERATOR: "On your call to Dashton, the charge is two dollars for three minutes.

"Why, operator, I am Subscriber:

entitled to the evening rate."

OPERATOR: "You placed your call for a particular person.'

Subscriber: "No, I didn't; I only asked for my wife."

Armistice Day

A Toast

Comrades, a toast to those who lie Asleep 'neath France's smiling sky. On rolling hill and sunny plain, Prosperity about us lies: The harvests leave us rich in grain; On every sea our banner flies: Our cities, towering toward the blue Stand all untouched by war's dread

The gold-brown fields show forth no

Of scars to mark invaders' trail. . . Then drink a toast to them, again, Who gave their all—but not in vain.

-K. T. R.

hail:

Success? Well, Rather

Montgomery Picnic Leaves Little to be Desired

SLEEPY HOLLOW awoke, shook itself and became a real live place, when the Montgomery office persuaded the greater portion of the Traffic Department and a handful of the Plant and Commercial people that if they would only go on a picnic it was just possible that they might have a good time.

Some people certainly are sly, though we never dreamed it of our chief operator. What did she do? Why, she carried an umbrella, a regular sunshade. What did that have to do with it? Everything. Take a truckload of people on a hot day. Put a good-looking girl at one end under an umbrella and the men, comfort-loving creatures that they are, will just naturally flock—to the shade.

The picnic grounds were reached at last, lying in a cleared space in the woods, with the hills behind and a swiftly moving creek in front.

Everybody soon appeared ready for a plunge, and swimming was the order of the day until hunger finally overcame us and we hurried away to prepare for dinner.

After dinner—and to attempt to describe that dinner would be foolish, so I will merely say we dreamed of it for days afterward—we rested; that is, we rested our bodies, for who ever heard of a telephone girl being quiet?

Later in the afternoon we climbed aboard and went sailing over the roads to the little city of Prattville. Curiosities we must have been, for we were never so gazed upon in all our lives. Even the telephone operator, scenting kindred spirits,

hung dangerously suspended between earth and sky on a window sill, and waved deliriously, regardless of the fact that Mrs. Jones must be well nigh frantic with her efforts to get Mrs. Brown to tell her to look out for the Wild West show that had hit town.

Supper on the river bank was not the least of our joys. The sun was just sinking and the shadows came out of their hiding places and played on the water and road side, leaving us with a feeling of peace and quiet that ended a most perfect day.

Scrappy West Virginia

(Continued from page 19)

afternoon and night, Sunday and Monday morning, every telephone within a fifty-mile radius of where the plane was supposed to have fallen was called. Each station was requested to start an investigation to see if any one could be found who saw the fall, and if any information could be obtained to call this office. This resulted in a flood of calls that was difficult to handle, but the plane was traced to within ten miles of where it actually crashed. The point where the plane fell is a virgin forest of one thousand acres or more in which there is not a human inhabitant."

Evidently Mr. Gentry is modest about his own part in the affair, for E. F. Hill, division superintendent of plant for the C. and P. Company, writes:

"I want to say that Gentry and his men rendered most valuable assistance in helping locate this plane. In fact, as much credit is due them as anyone else.

"In this connection, I should like to take the opportunity to say that there isn't a more accommodating or obliging set of employees in the Bell System than those in the Charleston testboard room. They are ready at all times to co-operate to the fullest extent. S. R. Gentry, chief testboardman, R. N. Calvert and O. C. Reed are former C. & P. employees who were transferred to the Long Lines Department during the war. The others have been transferred from other Long Lines stations or employed recently."



Part of the gang at Montgomery's (Ala.) Picnic.

NOVEMBER, 1921 ONC INES

Miss Schulze Takes the Big Leap

THE New York Office has lost, by marriage, the services of Miss Anna P. Schulze, Chief Welfare Supervisor. Everyone remembers that Miss Schulze was sent to Washington, in 1917, as chief operator and from the early days of the war until long after the armistice she worked faithfully and efficiently to give the kind of telephone service that the Government officials and the Washington public required during those trying days.

It was her personality and traffic knowledge that made a strong organization of the girls who were sent to Washington from all parts of the country, and she earned the Company's lasting respect for the work she

did.

Miss Schulze entered our service on July 25, 1904, as a messenger and was promoted through the usual steps until she attained the position of assistant chief operator, in 1917. Then she went to Washington as chief operator in charge of toll and long distance and it was in that city that she met John Miller, of Louisville, Ky., whose bride she became on October 4.

Upon her return to New York she was appointed chief welfare supervisor in New York. Miss Schulze's faithfulness, industry and achievements are well known to hundreds of telephone people and there is universal regret over her departure.

Illustrated by over fifty diagrams and pictures, the article takes up every phase of the development of the telephone, from its invention by Professor Bell, and the work of investigators preceding him, down to the present day achievements of trans-continental circuits, repeaters and multiplex telephony. Switchboards, the receiver. trunking systems, toll boards, party lines, wires and cables are all described. Other subjects dealt with are signalling systems, series and bridging bells, private branch exchanges, automatic systems, the grounded circuit, open wire lines, phantom circuits, aerial and underground cables, transmission theory, and modern telephone systems. A lengthy bibliography is appended.

The Encyclopedia Americana, 1920 edition, is now generally available in reference

libraries, and there should be little difficulty experienced in securing the volume desired.

Goodbye, Miss Schulze, Chief Welfare Sup'r, New York; we're going to miss that hearty handshake of yours sump'n fierce.

Vice-President Hall Speaks

At the request of the General Office Council, New York, Vice - President E. K. Hall delivered a talk on "Public Relations," before two meetings of Long Lines people at 195 Broadway, September 29th and October 6th. Both were largely attended.

Mr. Hall was the speaker at the Telephone Society's opening meeting of the season, held in the auditorium of the Engineering Society Building, New York,

October 18th. "The Big Question of the Future" was the subject of the address.

In Case You Want to Know

Long Lines people are often asked, "Where can I find a book or article that will tell me all about the telephone; who invented it and whether it was invented all at once, or how; and other things like that?" These questions and a host of others are answered with thoroughness in an article on "The Telephone" in the Encyclopedia Americana, Volume 26, written by Bancroft Gherardi and Frederick L. Rhodes in collaboration.

Louisville's Outing

A jollier bunch would be hard to find than the one that boarded the petite barge "Spring Maid" for a delightful trip up the Kentucky River, when Local 2 of the Cumberland Employees Association gave its dance at Frankfort. Every one had a corking time and the spirit of good fellowship was evident as in all the gatherings of this active local.

Sneath Puts and Takes

AYBE it was just beginner's luck on the part of E. T. Sneath; or perhaps it was due to the superior guiding abilities of R. N. Nicely, New York Engineering. Anyway, the first-named Long Linesman caught at Healy Falls the largest wall-eyed pike ever pulled out of the pellucid waters of Trent River, Ont. In fact, it was so large that it has been entered with good prospects of success in the Field and Stream contest for the best catch of the season—and that carries with it thirty-four dollars and fifty cents worth of fishing tackle as first prize.

It isn't altogether just to blame L. N. Stoskopf, New York Plant, for the General Plant cashier's failure to get even a nibble

the first week, with the former as his guide; for it came out afterwards that his trolling line was some twenty-five feet too short. When the line was lengthened, and at the suggestion of J. J. Pilliod, New York Engineering, he and the cashier swapped guides, boats and tackle, the latter caught a fine muskalonge and his prize (we hope) pike the first day after the change.

The fish was two feet six and a quarter inches long, weighed ten pounds, four ounces and measured one foot three and a quarter inches in girth back of the gills. It cost twenty minutes actual time, one complete set of barked knuckles and incalculable quantities of excitement and thrills—but it was worth ten times the price.

"These," wigwags E. T. Sneath, New York, "may convince Fales that all the worth while fish are not caught out around Minneapolis."

Engineering Orchestra Under Way

Starting less than a year ago with four performers, the Long Lines Engineering orchestra, New York, has just begun practice for the coming season with eighteen members. It produces a program comparing favorably with the efforts of professional combinations. In fact, the

members forge ahead of professionals in one respect, for they weave into their efforts a certain Long Lines spirit, characteristic of their motive, which is to create a good time for everyone present.

The orchestra will furnish the music at short informal dances to be held Saturday afternoons this winter at 195 Broadway.

Any one interested in engaging it should communicate with F. R. Marion, Long Lines Engineering Department, N. Y. C.

Ten Busy Linemen

Ten busy linemen, "pullin' slack" in line, One didn't "snap his safety," then there were nine.

Nine busy linemen got reckless 'cause 'twas late.

A falling lag wrench hit one, then there were eight.

Eight busy linemen, "raisin' pole" t'wards heaven,

Someone failed to "ground a pike," then there were seven. Seven busy linemen,

"yankin' cable" that sticks,

Something "gives" and hits a trolley, then there were six.

Six busy linemen said, "that wire's not alive," Someone felt to see and then there were five. Five busy linemen, tired and sore,

Used a hand axe for a chisel, then there were four.

Four busy linemen, so all failed to see.

A pole that needed guying, and then there were three.

Three busy linemen, gee whiz! they're almost through,

One comes down a "forty" skipping steps and left two.

Two busy linemen, their work nearly done, Use a plank for a ladder, so now there is one.

One busy lineman, fillin' in "three oh fours,"

He'll be safe for awhile, working indoors.

Southern Tel. News.

Rain Fails to Halt New York Outing

NDER unfavorable weather conditions the Association branches of New York City held their annual outing at Forest View Grove on the Hudson. We boarded the palatial steamer "Onteora" at the Battery, numbering about 900. The bad weather did not bother us much; in fact, we had the best time recorded since we started to hold outings. An arrival at the grove during a heavy shower did not dampen our spirits the least.

As soon as the boat docked a 220-yard dash was indulged in by all to see who would be the first to reach the dancing pavilion from the boat. This was won by M. King, Jr., of the Engineering Department, in twenty seconds, without even losing his highly prized old straw hat.

At the dancing pavilion the first thing we did was to empty our well-filled lunch baskets, so as to be free of all handicaps when the dancing and athletic games began. (We wonder what our general chairman was doing while this was going on.)

As the torrential downpour continued it was decided to hold as many as possible of the athletic games in the dance pavilion, and it turned out that we had as much fun as we would have had if they had been staged in the open. Everybody had such an enjoyable time that many asked that we stay a couple of hours over the allotted time. Much credit was given to the athletic committee, L. E. Smyth, chairman,

for arranging and executing the hurriedly changed plans.

Division Plant Superintendent Jenney, W. D. Staples, of the General Plant Department and L. S. Murphy, of the Director's office, acted as judges and are to be congratulated upon their efficiency. Our editor, T. T. Cook, acted as supervising judge, for which we thank him. (That's the first we knew of it.—Editor.)

After the contests-ah, then came the ride home. Five full hours' sail. It had stopped raining and the upper deck was nice and roomy. Those who did not go there participated in the dancing which occupied an entire deck, and which took place to music the like of which never can be beaten. It was furnished by two bands under the leadership of Professor George When the boat landed every one voted C. H. Stoehr, the general chairman, and his able committee three cheers.

Excerpts from Letters I've Read

Some invitation. This office is on the 6th floor: . . . "If you will oblige us and drop by the office sometime.

Speaking of prohibition: . . "It is said by Old Timers that the drought in Middle Tennessee is the worst in thirty years."

The strong-arm method as invoked by the literati: . . . "they are urging us for this service and if you can give it a push we will certainly appreciate it."

Which one of Walter Camp's Daily Dozen does

this call for? . . . "are you now in a position to reply?

Wonder if they also hear things to their taste?

. . . "we can easily see how you feel."

Whaddya mean, 'proper'? . . . "the matter has been referred to this company's proper official."



"The boys working on a Kansas City-Denver line job would like to see their picture in Long Lines," writes M. F. McDonald, of Division 5. Glad to oblige, fellows; but don't go and get all dressed up next time, will ya? 'Tain't necessary at all.



"CIRCUITS OF VICTORY"

And Some Other Books that We Can Conscientiously Recommend to Long Lines Readers

ROBAbly every
member
of the
Bell family will want to
own and read
"Circuits of Victory," by Captain A. Lincoln
Lavine, just published by Doubleday Page and
Company.

As its alluring title suggests, it is a history of the World War from the standpoint of communications. The organization and astonishing

accomplishments of the U. S. Signal Corps constitute its broad subject. The character, personality, ideals—spiritual forces, as well as those intellectual and physical—of the institution affectionately called "Mother Bell" by thousands of khaki-clad children in France, are its inspiration.

"Circuits of Victory" contains fifty-one chapters and an introduction. No other conclusion can be reached after reading it than that had the telephone system in America not reached its present stage of development until some future date, the history of the war might have been a different one indeed.

The author describes the functioning of the communication systems of the American army at Chateau Thierry, St. Mihiel and the Meuse-Argonne. He lifts the curtain upon scenes of war in its naked hideousness. In the foreground are telephone men—stringing wire along roads clogged with trucks and marching soldiers, operating the underground switchboards, defying bullet and shell as they mend the open wire breaks, joining the combat troops in the rush over the top.

Woven into his narrative is the story of the wonderful accomplishments of the



American operators at St. Mihiel. Insert—Yankee lineman tackling a fine mess on a French pole. Western Electric Company in invention and manufacture. With appealing sincerity he narrates the fortunes of the devoted band of operators who went to France for special duty, whose first 'Number, please?" after arrival evoked from

some startled officer the fervent exclamation, "Thank God, you're here at last!"

That the worth of the work is recognized by those well fitted to judge may be seen from the following excerpts from a letter from Colonel Edgar Russel (formerly Brigadier General, Chief Signal Officer, A. E. F.), congratulating Captain Lavine on the completion of the book:

"I have just finished reading the advance sheets of your forthcoming book, 'Circuits of Victory,' and wish to congratulate you

heartily on the production of so satisfactory a volume, and to tell you what a profound impression these narratives of heroic achievement, woven into a vivid and entertaining story, have made upon me."

Special arrangements have been made with the publishers, Doubleday Page and Company, by which the book will be sold to Long Lines employees for \$1.75, postage prepaid, although the regular price is \$3.00. Employees wishing to purchase the volume

at the special rate may secure order blanks from their immediate superiors.

The complete story of Theodore N. Vail's life—"the man who made neighbors of 100,000,000 people"—has been recorded for the benefit of the thousands who will want to know more about this most notable and distinguished personality of our industry. The name of the book is "In One Man's Life," by Albert Bigelow Paine.

For years the story of Mr. Vail was the story of the telephone industry with all of its romantic, imagination-stirring phases of growth. Mr. Paine takes advantage of this fact and makes his subject the central figure of a biography that frequently be-

comes romance.

Mr. Vail's childhood and youth; his first job as a clerk in a drug store; his life as a railway telegrapher; his entrance into and rise in the railway mail service; his first connection with the infant telephone industry; the problems he solved and the battles he fought and won-all of these are chronicled. They enable the reader to appreciate Lord Northcliffe's opinion that "Theodore Vail is the most interesting man I have met in America, and I believe by far the greatest.'

"In One Man's Life" is being published by Harper and Brothers. The regular price is \$3.00, but in view of the fact that many telephone people will wish to purchase copies, arrangements have been made with the publishers so that our employees may secure it at a special price of \$2.50. Any employee can obtain this discount by filling in one of the special order blanks now to be had from his immediate

superior.

If you read "The Great Desire," by Alexander Black, you will not want to miss reading his new book "The Seventh If you have read neither, take our word for it, you are missing two of the biggest things of your life.

We have just finished reading "Scaramouche," a new book by Rafael Sabatini. It is a fascinating story of the French Revolution, with a hero falling into and out of trouble just like Dumas' D'Artagnan.

With all the books on deck today. If only one were to come our way, Miss Sinclair's "Mr. Waddington of Wyck," Is not the book that we would pick.

May Sinclair has given us in Mr. Waddington a real fool, so much of a fool that he soon becomes a bore. A little of it is well enough, but a little surely goes a long way.

"This Little World," by Florence Olmstead, is the sweet, simple and girlish type of story. A nice enough story, but nothing much to it. On the other hand, "Invisible Tides," by Beatrice Kean Seymour, is so gripping that you can feel the pull of the tides.

Hugh Walpole, one of our favorite writers, has a new book out which he has called "The Thirteen Travellers." It is a series of tales, all more or less connected, about thirteen real men and women. English, of course, and everyone affected one way or another by the War.

The powers that be of our Government certainly get a fiendish dose of medicine in "The Mirrors of Washington," although there is a wee bit of sweet along with the We don't know when we have read anything cleverer than these fourteen biting characterizations, which have been published anonymously. Incidentally, the same Cesare who designed a cover for Long Lines has made a cartoon for each sketch. We enjoyed the whole thing immensely and advise you not to miss it.

A MONG the gratifying signs of the times might be included the contributions we are getting from the ladies. Note "Imported," "Where is Joplin?" and Miss Overman's illustrated editorial, in our last issue. See "Meet P. C. Completed," "Show Me" and "Seven-Thirty Conversations" in this. And a bunch of shorter contribs. Hooray for you, girls! Keep up the good work; it is something to be proud of.



7:30 p. m. Conversations



Or Four Reasons Why L. D. Operators Wouldn't Care to Listen on Lines Even if They Were Allowed to

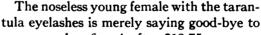
READING from a left upper cut to a strong right and below. The young lady gasping like a freshly caught tuna is not just beginning to feel an earthquake. Her agitation is of another kind. A voice, female, is requesting her husband on the telephone. She's just married and settled down, and now she's—worried.

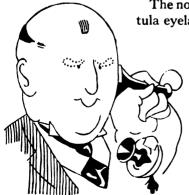
". . . You're sure it's the New York operator? Oh, all right, I'll call him."

The stag with the well-manicured hair thinks he's a regular comet with the cuties. Little Gloria Fix-It, who does those adorable ingenue parts in the fill-ums, and whose salary her manager says on his word of honor is so big the President pines for it, believes in "gimme's" and is telling our hero, ". . . Run in high and put on a real party tomorrow night."

Father, with five hairs pointing due south, is listening to daughter. Daughter is calling from Wellesley, all charges collect. Having been kept in bond the past eighteen years, daughter finds higher education calls for self-expression.

"... Daddy, darling, may I have a new caracul coat? It's only five hundred!"





her fiancé after \$13.75 worth of conversation, including war tax. It's known as the osculatory goodbye. ". . . Listen — s-s-s-mock!— Did you get that one?"

He got it. So did at least four operators.

-A.E.S.



LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

F. A. STEVENSON Director

COMMERCIAL	DEPARTMENT
------------	------------

A. W. DRAKE General Commercial Manager

C. H. FULLER General Commercial Representative

E. T. WRIGHT Commercial Engineer

B. A. KAISER Representative on Railway Relations

W. E. Bell Division Commercial Supt., Chicago

H. McDonald Commercial Representative, Boston

Commercial Representative, Philadelphia

W. L. DUSENBERRY Commercial Representative, Atlanta

V. C. Barlow Commercial Representative, Cleveland

PLANT DEPARTMENT

T. G. MILLER General Plant Manager

W. D. STAPLES (Special Assignments)

L. N. STOSKOPF Supervisor of Service

S. C. INGALLS Supervisor

L. S. CROSBY (Special Assignments)

L. R. JENNEY Division Plant Supt., New York

T. N. Lacy Division Plant Supt., Atlanta

Sydney Hogerton Division Plant Supt., Chicago

G. H. QUERMANN Division Plant Supt., St. Louis

TRAFFIC DEPARTMENT

J. L. R. VAN METER General Traffic Manager

E. A. GRAY Assistant General Traffic Manager

C. H. HADLOCK General Traffic Supervisor

General Trainc Supervisor
HERMANN THOMAS
General Employment Supervisor
H. M. DAYTON
General Methods Supervisor
J. S. Bringer
Division Traffic Supt., New York

J. P. Wadham Division Traffic Supt., Philadelphia

J. J. MORIARITY
Division Traffic Supt., Atlanta

B. C. Bellows
Division Traffic Supt., Chicago

W. A. BRENNER Division Traffic Supt., St. Louis

FREDERICK UHL
Division Traffic Supt., Cleveland

ACCOUNTING DEPARTMENT

P. W. SAXTON Auditor

C. MORSACK Assistant Auditor

FINANCIAL DEPARTMENT

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Democracy

"-of the people, by the people, for the people"

PEOPLE of every walk of life, in every state in the Union, are represented in the ownership of the Bell Telephone System. People from every class of telephone users, members of every trade, profession and business, as well as thousands of trust funds, are partners in this greatest investment democracy which is made up of the more than 175,000 stockholders of the American Telephone and Telegraph Company.

If this great body of people clasped hands they would form a line more than 150 miles long. Marching by your door, it would take more than 48 hours of ceaseless tramping for the line to pass.

This democracy of Bell telephone owners is greater in number than the entire population of one of our states; and more than half of its owners are women.

There is one Bell telephone shareholder for every 34 telephone subscribers. No other great industry has so democratic a distribution of its shares; no other industry is so completely owned by the people it serves. In the truest sense, the Bell System is an organization "of the people, by the people, for the people."

It is, therefore, not surprising that the Bell System gives the best and cheapest telephone service to be found anywhere in the world.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service JONG JINES



Clamorous Art

OW in the world, we thought, can a fellow discuss the kind of picture he wants in a bedlam like this. Everybody in the studio was talking at once.

Pogany, boss of the place, came to our rescue. Throwing down his brushes, he shouted: "They are comparateevely quiet now—you are not accustom; that is all. Thees way, please."

So, in the *comparateeve* calm of an adjoining room, the plans for our decorative cover design

were consummated.

Back into the big, noisy studio we hastened. Two models were chattering as they posed; a pen-and-ink artist was doing a cartoon over near the skylight-telling negro jokes in a foreign accent as he worked; a second black-haired fellow kept as he worked; a second black-harred fellow kept advising the pen-and-ink man that his figures were impossible; Sakardi, a swarthy general utility man, was prancing around trying to keep every-body happy; our printer friend, digging into a pile of canvasses, was calling, "Hey, where's that portrait of the red-headed girl?" Over in a corner, right back of the huge easel at which programs was again swiftly painting a piane tuner. Pogany was again swiftly painting, a piano tuner was hard at work!

How Pogany does it nobody knows. But he does. If you care for further evidence, take a good look at the Fokine ballet setting at the Hippodrome

some day.



Pogany in repose a rare sight

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

vol. I., No. 6

T. T. COOK, EDITOR

DECEMBER, 1921

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

Mr. Stevenson Sends a Holiday Message

HE editor offers me his pet page for this issue, and I gladly avail myself of the opportunity to send greetings to all of our Long Lines family.

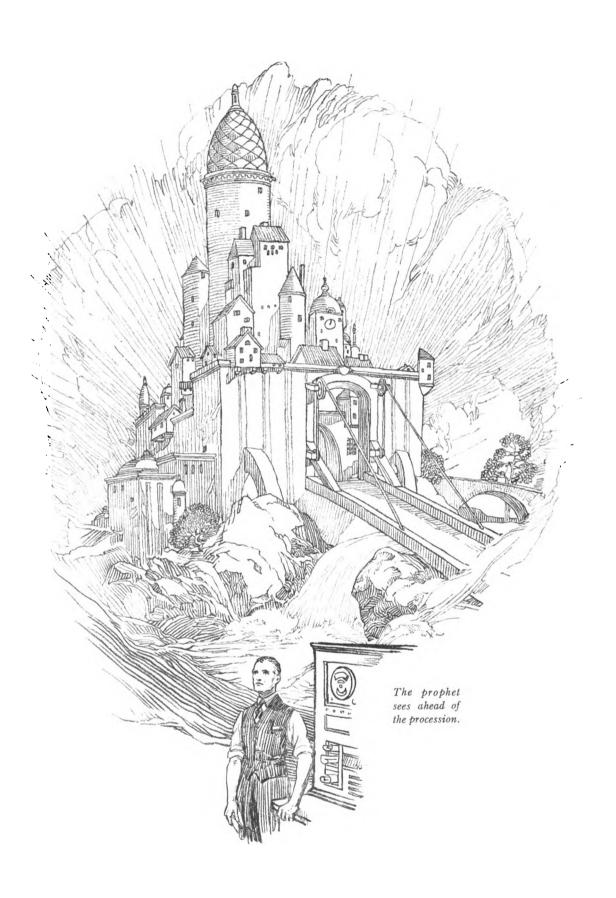
We can look back on the year 1921 with satisfaction, for it has seen practically completed the "come back" of our industry; the restoration of standard—even new standards established—telephone service to the public; the increasing return of the spirit and loyalty so strained during the war and early reconstruction periods; an enlarged and clearer understanding and cooperation between all parts of the Bell System. In all of this the Long Lines Department has adequately played its part. You, I and every member of our Long Lines family have just reason to be proud of our 1921 record.

Three events, in which the Department played a prominent part, stand out: The opening of the submarine cable to Cuba, the completion of the New York-Chicago cable as far west as Pittsburgh, and the service rendered in connection with the Armistice Day ceremonies. Of these we are all proud, though but a limited number could directly take part. These were the spectacular events—the technical, scientific achievements.

But no less important was the steady improvement in the service to the public brought about by increased individual effort and increased cooperation between all departments, the results of which have made the Bell System stand practically in a class by itself in the industrial history of 1921. Of this we may all be equally proud; in this we have all taken part. And with this record behind us, with this spirit, we can face the year 1922 with every confidence.

To every one in the Long Lines Department goes my highest appreciation and congratulations and thanks for the good work done. Each has helped not only to maintain but to raise the high standards of the Department. To all go my very best wishes for the holiday season and for increasing success in the coming year.—F. A. S.





THINKING WORKERS

By S. V. Adkins, Columbus, O., Chairman of the Executive Committee, Association of Employees

OWADAYS nearly everyone has some sort of an ideal industrial system tucked away in his or her mind. Every other person one meets is an idealist of one sort or another, and can point the way in theory at least, to Utopia, the place where there are no flies, Fords, or phonographs. But despite this perfectly wonderful crop of ideas, of things as they ought to be, we have not yet plotted our vision.

The speed of social evolution, provided one could view it with the perspective of a theoretical Einstein, is, I imagine, about as constant as that of light or sound, for instance. The prophet can see ahead of the social procession, but too often he tries to adapt the hereafter to the now and in his attempt to thus change the immutable, either becomes a martyr for the veneration of posterity or jims the works entirely; then there's 'ell to pay.

Therefore, "make haste slowly" is an axiom well worth remembering. Espec-

ally is this so in relation to our industrial

progress.

Some 600 employers in this country have adopted some form of employee representa-They have introduced their employees to a degree of industrial democracy which takes into consideration the human These employers are in step with element. evolution. They recognize that our social fabric is ready for the introduction of a democratized industrial personnel. Sensible men seek neither to retard nor unduly hasten the march of progress, either of which is productive of heat.

Experience, I believe, has proven that employee representation is a successful method of amicably adjusting industrial relations. Sherman Rogers, lumberjack, industrial evangelist, who spends most of his time either talking or writing on this subject declared at the Silver Bay industrial conference, that provided employee representation is entered into shorn of shams and misrepresentation he has never known it to fail to fulfill the expectations of both the employer and the employee. It is essen-

tially a spiritual adventure, however, and selfishness must play no part in the game.

It seems that everything in industry up to this time has been subjected to scientific scrutiny except the human relations element. The psychology of the worker has received but a casual glance. True, scientists have attempted, with but very little success, however, to effect the nth degree of efficiency in co-ordinating the physical to the mechanical, but on the whole there has been scant consideration of the worker as a human being possessing spiritual finesse. And here it seems to me lies the disturbing element. Left, for the most part, to social workers, and so-called agents of the Lord, for soul sustenance, the worker has, of course, become dissatisfied with the whole thing. The natural outlet for spiritual expression is in industry and the product of industry is, or should be, social progress. And the worker, if he is to be satisfied must have a conscious realization of this accomplishment. It must be apparent in his individual every-day life that his industry amounts to something. True one needs food, shelter and clothing, but that is not everything. The Son of Man, if I remember rightly, had not where to lay His head, still He was apparently happy in the fulfillment of His destiny. And all mankind possesses at least a portion of this spirit which sets him apart as Master.

The fundamental principle of the multifarious plans referred to as industrial democracy, employee representation, and so forth, are pretty much alike. They vary only in their application. It is simply a practical application of the Golden Rule in industry. "Open covenants openly arrived at," and the getting together on an equal basis, as men and women, in a common democratic effort to do a good job, with the minimum of spiritual and physical inconvenience.

It is not unusual for employees to eye with suspicion this new method of joint action. It is, it seems, almost universally the case, that the employee is a bit shy at first. He suspects something sinister. It is so unusual to have the boss become solicitous of his welfare in this manner, that the natural thing for him to do is to look for the "nigger" in the wood pile. But where the plan has been in operation for a considerable length of time it is apparently looked upon with great favor. If the employee representatives at the Silver Bay Conference were truly representative of the sentiment prevalent in their industries, one would say that they were enthusiastic about it. And wherever the thing is entered into honestly the report is identically the same. The triumvirate, Contact, Confidence, and Cooperation invariably work; magically they seem to produce harmonious relations.

To the Unknown

N through the doors they filed, young veterans of the War, soldiers, sailors, Y-girls, nurses, each one a delegate for regiments of comrades. And veterans of the Allied Armies too,—Tommies, Poilus, Anzacs, Scots with bare knees, plaids and kilts, and all the rest of them. Their flags adorned the walls and balustrades. The gathering audience rose as they bore their colors in and ranged them in their place along the sides. The vast arena filled.

The music played the requiem of Ase's Death, the quiet-toned, heroic-hearted song of the bereaved ones of the earth. The Gold Star wives and mothers entered, two and two, with here and there a little child whose mother was the father now as well.

Eleven o'clock. Eleven in New York and Washington, eight in San Francisco. It was a stilled and thrilling moment when the ceremonies there at Arlington began. And we could hear them clearly!

Twelve o'clock. Two minutes, bowed, the Nation stood, from north to south, from east to west, in honor of the Warrior. At the end of the silent tribute, all three audiences together sang "My Country, 'tis of Thee!" Then the thought that filled the minds of all was spoken. The voice we heard was speaking more than three hundred miles away. And in San Francisco it was being heard, over three thousand miles away upon the coast of the Pacific. It was the voice of the President, speaking the Ave alque Vale of the Nation at the bier of the Unknown Warrior.

Neither mountain range nor continent should henceforth ever separate the hearts of true Americans, he said. That task is done. And Science has contributed its part toward the welding of America. Not only by inventive genius was it done, this carrying of the voice from sea to sea. Not only by great business statesmanship. The spirit of a nation-wide system was in the achievement, a spirit characteristic of that system from its president to the most obscure of its employees, and characteristic also of all America.

Again the people in the distant cities sang together. "Nearer, My God, to Thee!" No eye was dry, no heart but sang with all sincerity. Upon the eve of the assembling of the Conference, were the Nations nearer too? It takes only clarity of mind to feel sure they were.

The bugle sounded Taps, a blessing on the Dead. Its echoes did not die away until they had reached the great ground swell of the Pacific. —W. C. Langdon.





FANCY FIDDLING

"I Wanted to Run, but I Was Scared to," Says A. S. Campbell, Bell System Veteran, of His "Perfect" Christmas Eve in 1884



HRISTMAS EVE thirty-seven years ago.
Lighted Christmas tree and wreaths of holly, blazing log fire and assembled family, jokes and laughter, frosted window panes and snow covered ground? Not at all. It will take a few backward somersaults of imagination to get the setting of this Yuletide entertainment and dance in 1884.

This particular night before Christmas found me stopping at the Kentucky House, a wooden shack about forty by fifty feet,

adobe floor and a very prominent bar. The proprietor, ex-cow puncher and a fairly decent chap, had told me his plans for the party, and inveigled me into accepting the post of fiddler for the occasion.

It was a typical frontier saloon hotel in northern Texas, on the Indian Territory border—between Sherman and Dennison, to be exact. A wild and lawless country, where might made right.

I was a youngster then, barely in the twenties, and was down there in charge of a gang of some twenty men to build lines for the Baltimore and Ohio Telegraph Company. We had been having a great deal of trouble forcing a right of way on the Texas Pacific road, and between dodging sheriffs, United States judges and armed posses I had been having a lively time.

It was a nice crisp evening for northern Texas. At seven o'clock I was on deck watching the guests arrive. Preparations for the party had included stacking all the available guns and revolvers in the place, which were many and well loaded, behind the bar. At a Texas party one had to be ready for emergencies.

Well, they began to lounge in singly and in groups—a very élite gathering of cow-boys, half-breeds, and highwaymen. In years they ranged from twenty to fifty. In antecedents they were of infinite variety; but nearly all had a common history in escaping the law.

About fifty strong, when all assembled, they were a hardboiled looking crew, outfitted in cheap shirts and trousers, some with bell spurs, others in long-legged boots, all with broad brimmed white sombreros and well armed with belt and revolver. But not much of the picturesqueness that the Wild West yarns suggest.

As it was a festive occasion I was unarmed; besides, I rather expected an agonizing death from my own bad music on a borrowed fiddle.

"Texas Charlie" (not the original, but a satellite) came down from Dennison with a few ladies in his entourage. They gave the necessary tone of dignity to the function and put the guests on their best behavior.

(Continued on page 37)

The Pioneers following a new trail, a miniature pole line leading them to the amphitheater in Forest Park, St. Louis, where they and 8000 St. Louisans listened to a notable demonstration of the Bell loud speaker.





President Thayer,
A. T. and T. Company, making the
principal address of
the open air exercises
at St. Louis. In
front of him are the
loud speaker transmitters.

TEN YEARS OLD

Telephone Pioneers Celebrate Anniversary by Adopting New Constitution and Enlarging Activities

VERY member of the Telephone Pioneers of America who celebrated the organization's tenth birthday at the St. Louis convention on October 24th and 25th, remembers three things: First, he was so well entertained that he is resolved not to miss the next one; second, he helped make history for the Pioneers by adopting a new constitution that greatly enlarges their activities, and third, it was the largest attended and best convention of the organization's history.

More than 700 people, including Pioneers and their families, enjoyed the delightful hospitality of the Southwestern Bell Telephone Company folks, who were the hosts. This hospitality was marked not only by the several big features of the convention, but by a multitude of little personal services that might easily be overlooked in the excitement of such a big affair, but which mean much to people away from home.

The business session was held Monday morning, followed by a demonstration of the Bell loud speaker in the afternoon,

then an evening of fun and frolic put on by the hosts. A long automobile ride was the program for Tuesday, with a luncheon given by the Western Electric Company at a famous country club near the city, and finally, the big annual banquet given by the American Telephone and Telegraph Company for the Pioneers Tuesday evening.

The business session Monday morning, besides formally marking the tenth anniversary of the organization of the Pioneers, will stand out in the future history of the body because of the important action taken

toward enlarging its activities.

President H. B. Thaver of the American Company, elected head of the Pioneers last year, was greeted by cheers and applause. In his address he pictured the part the telephone has played in the struggle of humanity to better the conditions of life, and the part the Pioneers have played in developing the telephone, the most important factor in making this a

nation of neighbors.

President Thayer drew a vivid word picture of the relation of the Telephone Pioneers' work in the general scheme of world progress. "Commerce is the exchange of the products of industry which has made possible the betterment of conditions of life," he said. "Without it the conditions of life could not be much better than those of the savage. The day laborer today has conveniences and luxuries greater than were known to the rich one hundred

years ago and this has been brought about by commerce and the industries which commerce has developed."

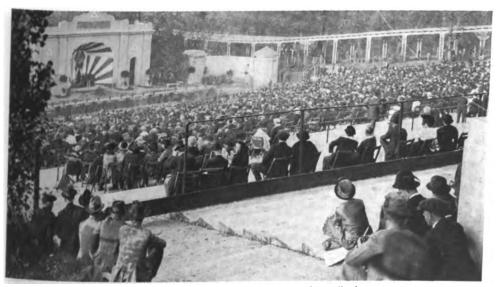
He traced the development of a people from the savage state through the various steps of progress until they became civilized. Among other important epochs in the development of the people he spoke of the coming of the electric telegraph, and then the telephone.

"There are yearly 350,000,000 more toll messages than telegrams and 6,000,000 more communications by telephone than by letter. Imagination does not suggest any

better form of communication.'

The convention took up the discussion of a new constitution embodying suggestions made at the meeting of Pioneers in Montreal last year. At that convention suggestions were made that the membership provisions should be altered, and that the constitution should allow for the organization of local chapters of Pioneers. Following the Montreal convention, E. K. Hall, American Telephone and Telegraph Company vice-president, was appointed chairman of a special committee to consider a new constitution and by-laws for the Pioneers. Mr. Hall was greeted with applause as he mounted the platform to make his report.

Discussing the proposed new member-ship provision, Mr. Hall said, "Up to the time of the war, when the conventions were temporarily discontinued, they were largely devoted to recalling incidents of the early



Part of the great audience in the amphitheater at Forest Park.

days of the telephone industry, and the getting together of the Pioneers who were pioneers of the earlier development of the telephone industry.

"That was true up to the time of the convention which took place last year in Montreal. At that time Mr. Thayer sounded a new note in his talk to the convention, and that was, that in the telephone business the days of pioneering are never over. There were the early pioneers, followed by other pioneers, followed by still more pioneers, and just as long as we have the telephone industry, if our experience up to this time be any criterion, there will always be pioneers working out answers to new day-to-day problems in the industry."

Then, taking up the proposed provision for establishing local chapters, Mr. Hall said: "Now, if we are going to have all the twenty-one year service men and women, the backbone of the industry, bound together in one organization, we must have them all anxious to have their names in this great service record list. We want 100 per cent. and we want every one waiting for his twenty-first birthday in the telephone industry, ready to come in!

"We all realize that during the next five or six years there will be a large number of In the fore-ground, the Long Lines representatives at the convention. A photograph, we'd like to add, that is the result of mighty fine cooperation on the part of our St. Louis friends.



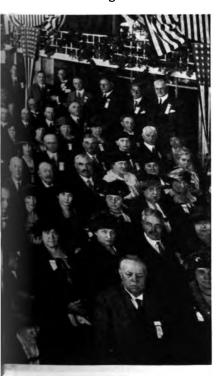
our associates who will become eligible to this organization, and if we are going to bring them all in, we can't do it solely by an annual convention. In the past, the Pioneers' activities have consisted solely of one annual pilgrimage to visit some of the telephone family in some relatively distant part of the country. We can never expect 100 per cent., or 50 per cent., or even





30 per cent. of the entire membership to make this pilgrimage. This year we have the largest convention we have ever had, and we have less than one-fifth of the membership present.

"Now if we are going to have 100 per cent. of the eligible men and women in the organization of the Pioneers, there must be something besides the convention. Last



The annual business session, held at the Statler Hotel, convention head quarters, during which Vice-President E. K. Hall, A. T. and T. Co., outlined the plan for local chapters and the other important features of the Pioneers' new constitution.

year at Montreal we discussed the possibility of changing the idea of the organization to meet this need. In that discussion it was suggested that perhaps we might have local chapters of some kind. This has created such an interest throughout the country that more than 500 members have come in largely on that suggestion alone since the Montreal convention—nearly double the growth of any previous year.

"That shows what the twenty-one year service people think of the plan for local chapters. Now if we cannot rely entirely on the convention, and on all of us getting together once in a year, we naturally come to the question of some kind of a local chapter for the Pioneers, so that even if a man or woman only goes to a convention once in five or six or seven years, there always will be a chance to get together with other Pioneers in his or her immediate locality, and discuss whatever this constructive Pioneer organization is going to discuss in these days that are ahead of us."

Pointing out that the proposed new constitution undertook to preserve everything in the old Pioneers organization—its ideals, plans and purposes—and then to add the new features, Mr. Hall explained some of the new provisions in detail. After reading that part of the constitution dealing with the purposes of the Pioneers, which had not been materially changed, he turned to the qualifications for membership.

(Continued on page 52)

I NOTICED

Outstanding Incidents of the Pioneers' Trip and Meeting as seen by E. J. Wehrley, N. Y. Commercial

NE of the busiest places in St. Louis after 4:00 p. m. was the Pioneer P. B. X. at the Statler. That young lady surely is a wonder. Between answering questions and operating the board she had some job.

Barney Kaiser was right on the job at all times handing out good cheer all along the line. The new chapeau was greatly admired.

At the get-together entertainment on Monday night paper hats were distributed



The Pioneers' Special.

to the guests. The chic style adopted by J. L. R. Van Meter was much admired. Not far away was another Pioneer, the streamers of whose hat tied under his chin brought about a result strikingly like a large edition of Brigham Young.

The colored boys who provided the music that night were the real thing; they surely could jazz.

Blowouts were not infrequent on the way to River View Club at St. Louis. One of the cars came to grief shortly before reaching the Club. While endeavoring to get under way again the mayor of St. Louis came along in his limousine, picked up the party and before going to the Club House, took them sight-seeing.

During the luncheon at the Club the orchestra suddenly began "Here Comes the Bride," and a waiter placed a large basket of flowers before Mr. and Mrs. S. I. Larned, of Chicago. The compliment was gracefully acknowledged by Mr. Larned.



G. H. Quermann and B. S. Read at Forest Park.

The joke, however, was on the other guests as the "bride and groom" were merely celebrating their wedding anniversary.

Much favorable comment was heard on all sides about the systematic manner in which the visiting Pioneers were shown the sights around Niagara Falls. Division



Behind the scenes at the loud speaker demonstration.

Commercial Manager Spaulding, of the New York Company and his lieutenants did a fine job.

There should now be no excuse for dull pencils among the Pioneers who visited Niagara Falls. Each guest at breakfast



at the Prospect House was presented with a souvenir in the form of a pocket-size carborundum whetstone.

An interesting detail of the thoughtfulness of our Canadian friends occurred as the cars conveying the party entered Canada. Just before the bridge was reached our guide produced from somewhere a blue and white sticker which he pasted on the windshield and on which were words of welcome to the Pioneers from the Canadian Company. A further welcome was received by the party from a group of pretty Canadian telephone operators on the Canadian side.

R. Russell, the athletic youngster from Brooklyn, provided entertainment on the way out and at St. Louis by standing on his head in dangerous places whenever an opportunity presented itself. He created a thrill at Niagara Falls by balancing himself on his head on the railing at the edge of the Rapids. Wonder what happens to his small change!

One of the pleasing features of the trip and an indication of the esteem in which the Pioneers are held was the fact that at every point they stopped they were addressed by the mayor of the city. In fact, Niagara Falls there were two, the Mayor of Niagara Falls, N. Y. Niagara Falls, and Ontario.

The young lady guides provided by the Indiana Bell Company at Indianapolis to show the visitors over the central office building made a big hit by the intelligent manner in which they explained the various operations of the service.

Owing to the shortness of the time available for sight-seeing at Cleveland it was necessary to materially curtail the trip which had been planned. On account of the upsetting of the schedule our driver got lost. We made our train, however.

E. H. Lyon, of Englewood, N. J., related some interesting stories about the early days in Boston when they were struggling along endeavoring to perfect the telephone. One of the problems was to find a satisfactory grade of carbon for the transmitter.



Ready for a trolley trip along the gorge at Niagara Falls.

He related how one night after endless experimenting, using his kitchen as a laboratory, he made up a new composition and placed it in the crucible for heating. The next morning upon raking out the ashes

of the fire he was overjoyed to find that he had at last solved the problem.

Surely the weather man must have had a warm spot in his heart for the Pioneers, judging by the kind of atmospheric conditions he furnished. They were simply made to order. We had sunshine every day.



H. B. Thayer, E. D. Nims, B. S. Read and C. G. DuBois hear a funny one.

-[11]-

ECHOES

Incidents from Several Widely Separated Traffic Offices, Showing Why Operators are Frequently Called Salesmen

COUPLE of girls in the rest room were talking. One was a little short fat girl and the other was almost as little, not so short and a trifle stouter. Anyway, this is what they were saying:

"Little Short Fat Girl: 'What's all this talk about completed per cent.? What is completed per cent., anyhow? Do you

know?'

"Other One: 'Sure, I know. It's how many calls you put up. How many you start talking."

"L. S. F. G.: 'But where does the per

cent. completed come in?"

"O.O.: Well, they all don't talk, do they? Well, they're the cancelled. Then the others are the completed. They're finished. You're through with them. They're completed, see?'

"L. S. F. G.: 'Yeah, I see all that, but where does the per cent. completed come in. I don't see that. What do they

mean?'

"O. O.: 'Do you know anything about arithmetic? J'ever do percentage? Dincha ever learn interest? Well, anyone knows that part of anything is a per cent.

of anything—it's the same thing.

"'If you get ten calls to handle in the morning and five of the people talk that's fifty per cent. that YOU have completed. Fifty per cent. of ten—five, see? And in the whole office out of all the thousands of calls we get every day some of the people talk and some don't. The ones that talk are what they count as completed and they get the per cent. of all the calls we receive and show us the completed percentage. Gee, you're not dumb; you're dumber. So long, I'm due.'"

This lucid explanation is quoted from the Walker Talker as eminently fitted to introduce the article that follows. It really isn't an article, strictly speaking; rather a collection of incidents and anecdotes that have come in from various Traffic offices, showing unusual instances of resourcefulness, tact, perseverance, initiative—all the qualities which go to make up good salesmanship.

We don't mean for a moment that good operating means "stunts," which some of the following cases undoubtedly are. But we do believe these cases are

a good indicator of the enthusiastic spirit that makes an enjoyable, exhilarating game

out of-just work.

The first is from Missouri. A Joplin subscriber, eager to close an important business deal, filed three calls to the same person at different toll centers. This meant that two of the calls were doomed. That the third one was saved was due to the persistent work of Emma Hollensworth, Supervisor.

The called person was on board a train headed for some point in Arkansas. It was necessary to reach him before he arrived at his destination. He was finally paged on the train. The train was held long enough for him to enter the station and talk on his call. The operator was modest concerning the many steps necessary to persuade the station agent to temporarily enter the telephone game and sums it all up by saying, "I called him so often, telling him how important it was and asking him to help us out, that he finally did it to get rid of me!"

A call was recorded to Saranac Lake for the Riverside Inn, the St. Regis or the Berkley Hotel, the calling party asking for "Gertrude" or "Alex." Saranac Lake requested Gertrude's last name, but the New York subscriber reported that he did not know it. When questioned by the New York supervisor he said the only information he could give was that she had a brother named Alex. and that she was so beautiful she could be picked out of a hundred Gertrudes; also that if she had her car with her it was a Pierce Arrow.

Gertrude was not registered at any of the hotels, but a girl answering to her description had been dining each day during the past week at the Berkley. She had not been there that particular day, however. The proprietor said that if she arrived later he would question her and see if she was Gertrude, the beautiful sister of Alex. Some time later a report of

"expected at five o'clock" was received. Gertrude, of course, was finally located and the New York patron was overjoyed.

Calls are often sold by letting both parties in on the report given to the subscriber. Witness another incident which took place at Joplin, Mo.

Filing time, 9 a. m. John B. is calling his

wife.

Wife refuses to talk, saying John is "plain drunk," has been for several days and is wasting his money trying to call her.

(The operator has her split key upright.)
John indignantly replies that he is not drunk; in fact, he hasn't had a drop since 6 a. m.

Operator cuts in: "Go ahead, please."

John: "Don't tell me how to talk to my wife. I know how to go ahead!" Wife now announces she will speak. Another ticket had talked.

A call to Altoona, Pa., for Mr. K. was reported "no telephone." The calling subscriber could not give an address, but said he had received a telegram that morning from Mr. K.

The operator called the Western Union in

Altoona, asked if there had been a telegram sent from there that morning for the New York patron, was told that one had been sent, learned the address of the sender and completed the connection.

On a call placed to a small town in Tennessee, the operator received the report that the called person was in the calling place. She asked, hesitatingly, "Will you talk to anyone else, please?"

"Don't worry, operator," replied the calling patron. "I'm not going to cancel that call—I'll talk with the operator there."

The operator can train her subscriber to talk with an alternate when the person called is not available.

For instance, one of our Missouri girls reported: "On your call to Picher (Okla.) Mr. Blank is not there, but——"

"Oh, well, put Mrs. Blank on the line; I'll talk to her," interrupted the well-trained Joplin subscriber.

Governor Miller's secretary, New York, placed a call for Robert D. at Cornwall, N. Y. A report of "no telephone" was received. The secretary said Mr. D. had left White Plains for Cornwall where he was to speak that night and then leave immediately for Albany.

Cornwall asked for more and better in-The New formation. operator suggested she try the newspaper offices or some of the public halls or places where one might speak in public. Cornwall reported they were all closed, as it was Sunday; but that a meeting was being held

in the Methodist Church. The calling operator thought a Methodist Church was as good a place as any to hold a meeting as well as to make a ticket talk, so she told Cornwall to try it. Mr. D. was reached



Detroit's clever "cut out," used on the operating room bulletin board, is more than a symbol of pride in a local office's good work. It strikes the keynote of Traffic's whole per cent. completed job.

and talked to the Governor's secretary, who was heard to remark in his opening sentence, "Some Sherlock Holmes work must have been done to reach you!"

An operator in Oklahoma City working on a call to a Mrs. H. in Cincinnati received a report of "All gone for the evening." Thinking she had the butler on the line, the operator inquired, sweetly, "What is your name? Perhaps they'll talk to you."

"This is Morgan, the bartender!" came thundering back over the line. The call was not completed.

A Philadelphia operator received a report that the person called in Reading, Pa., was not expected that day, could not be located. Remembering that on another call for the same patron, on which she had received the same report, the person calling had asked to talk with a Mr. B., an authority on car wheels, the operator suggested the same person as an alternate on this call.

The calling subscriber welcomed this suggestion, telling the operator he had placed the call to obtain information about car wheels. The call was completed.

Calling Mrs. S. at Akron, Ohio, a Cleveland operator got a report that the telephone did not answer, and soon afterward received word that Mrs. S. had left a short while previously for Cleveland.

The operator discovered that the train had not yet left and reached Mrs. S. at the station just eight minutes before train time. Mrs. S. thought it unnecessary to talk, since she was on her way to Cleveland to see the person calling. The operator, however, suggested that the Cleveland patron might wish to talk to Mrs. S. before she left Akron, and persuaded her to hold the line.

By this time the calling subscriber had gone to a Dr. H.'s office but the calling telephone was unable to furnish the doctor's telephone number or initials. The operator tried two Dr. H.'s listed in the Cleveland directory without finding the right one. The second one, however, referred her to a surgeon of that name at the Charity

Hospital. The hospital referred her to the doctor's office, where she reached the calling subscriber. The two patrons talked and Mrs. S. caught the train to Cleveland.

On a call to York, Pa., it was reported that the telephone did not answer; on a second, some time later, it was stated that the telephone was out of order. The call was referred to the York supervisor who supplied the address, but could not supply the number of a nearby telephone. The Philadelphia supervisor then found a nearby telephone in the York directory. From this telephone the operator learned that the called patron had recently moved to a garage located in the 1900 block on West Market Street. A report of "no telephone listed" found another nearby telephone. This telephone was requested to call the called subscriber. A report was received that the called person was expected at 5 or 6 p. m., but that the clerk would talk. Sure enough, the person calling spoke with the clerk.

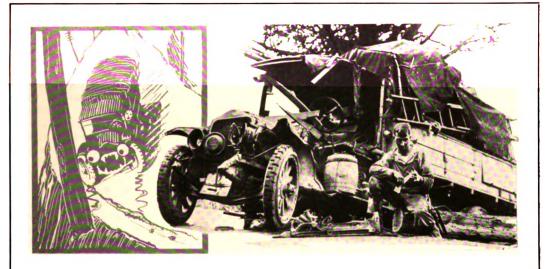
On a call for the Farmers' Bank, York, Pa., a report of "no telephone listed" was received. The Philadelphia operator called the York postoffice to obtain information regarding the bank. The postoffice reported there was such a bank which had no telephone, but was located near the Union Engine House which had a telephone. The information operator supplied the number of the Union Engine House. Someone there called the patron from the bank next door, and the call was completed.

In Springfield, Mass.

During the Visitation Week held at Springfield, Mass., by the New England Tel. and Tel. Co., the Long Lines Plant Department in that city was honored with the presence of a goodly number of visitors. The many intricate functions of this important branch of the service were promptly explained by various employees and every courtesy was accorded the guests.

It was felt that the visitors left with a better understanding of the part the Long Lines Department plays in subscribers' daily service.

The equipment work of Springfield being of such proportions as to warrant a position of this nature, Osborne T. Everett, formerly of Providence, has been appointed equipment man, Plant Department.



DISABLED

Old Timer in Maryland Forced to Retire After Accident

HAD been working for the Bell System seventeen years when I was rudely awakened one rainy morning to find my services no longer required. I had been feeling so safe and secure in my job that I was looking forward to eventually being retired. Of course I realized that I'd never grow any bigger, but I had become reconciled to that fact. My responsibilities had been decreased somewhat, but I felt proud of the fact that I carried some of the weight of the longest international telephone circuits on my outstretched arms.

On the morning to which I refer I was standing alongside the Baltimore-Washington boulevard, at the foot of Cat Tail Hill, just north of Riverdale, Md. The rising sun was doing its darnedest to break up the gentle rain that was falling and the prospects for another sunshiny day looked good.

As I glanced up the hill a truck appeared coming over the top. When the asphalt is wet as it was this morning it is lots of fun to watch them come skidding down.

This particular car was a five-ton truck and it lunged from one side of the road to the other. I expected to see it slide off the concrete and roll into the ditch any moment. I was doing the shimmy unconsciously myself, for I was scared. Would the truck hit the dirt before it got to me or would those big-eyed, white-faced men be able to keep her on the concrete that far? I was standing close to the edge of the concrete and fear had so taken hold of me that try as I would I was unable to move. I was planted!

Nearer and nearer came the truck. Wilder and wilder became her course. "Thank the Lord she's going off on the other side! . . . No, she's coming my way. . . . Great day! I hope I won't get hit. If only I wasn't so darned scared I might get out of the way. Ah, a nose dive against a tree ten feet away. Hurrah! safe. . . . What's that? It's turning turtle right at me. Ugh!"

That blow broke my heart. Both men were hurt. The truck load was scattered broadcast for over a hundred feet. I feel so broken up about it that I can hardly write this letter. I heard someone say I was only good for kindling wood.—Yours truly,

-Pole 10759, N. Y.-Wash. line.

WHEN SKIRTS WERE LONG

Wherein is Made Plain Some Long Lines History; Although the Author's Name Remains a Mystery

NCE on a time when skirts were long and ears were all the rage, and girls in only certain occupations could engage; when one could travel miles and miles and have some money left, and the avenues were not of prancing thoroughbreds bereft, a timid, shrinking creature with cold, hesitating feet, betook herself one autumn day to 18 Cortlandt Street. A little bird had told her that a job was waiting there, and the thought of being interviewed was very hard to bear.

She asked to see the treasurer and was told that he was out, but that if she cared to wait awhile, he'd see her without doubt. She waited, tense and nervous, for half an hour or so, and then, her courage failing her, she said: "I'll have to go," and rushing blindly from the room she flew downstairs declaring: "I'll never seek another job, the tension is too wearing."

The next day found her back again with courage screwed up tight, determined she would stick this time if she had to wait all night. She palpitated there an hour and then the treasurer came; he walked in grave and dignified and spoke to her by name. "I recognized you," he remarked, "by your resemblance to your mother," and handing her a great big chair, he sat down in another.

Some questions and some answers and the job was hers to keep, as long as she stayed wide awake and did not fall asleep. He did not use these very words, but of course she understood, and she timidly assured him she would do the best she could.

The first day saw her listing poles,



She said, "I'll have to go."

though where they were she knew not. She imagined them stretching out across a desert blazing hot. Upright like sentinels they stood, defying time and weather, while on them hung the wires joining East and West together. The poles were followed by dollars and cents, and these she welcomed gladly. Although she could not pocket them she reveled in them madly. She fussed with them from morn till night (the figures, not the money) and when they happened to balance up she thought it very funny.

Some bills strayed in from time to time with things called stubs appended, and these she found were for the poles with which her work was blended. One day the pole work disappeared without a word of warning. An auditing department had been opened up that morning, and taken over all the odds and ends through which they'd hurried, and under which another bunch of clerks were shortly buried.

They now had time to concentrate their minds on things financial, and were no longer harassed by small matters unsubstantial. If one presumed to rear its head above their money pile, they sent it scurrying down the hall to tease the auditor awhile.

The treasurer's office at this time comprised a force of three; besides the boss, there was one clerk, an office boy and me. Across the hall in a tiny room no larger than a cage, stood a little man with twinkling eyes which never seemed to age.

He stamped "Cashier" beneath his name and wrote down in a book the amount and kind of wire service each subscriber took. In there, of course, collections were the order of the day, and there the public filtered in and out with bills to pay. Around the corner down the hall some desks and clerks were stationed, to whom each day some portions of the Company's work were rationed. The treasurer supervised this room until the auditor came, and then with that small group of clerks began the auditing game. We moved around from time to time to make room for our neighbors, and each move meant a larger force and addition to our labors.

The cashier with the twinkling eyes is now no longer here; he left this world some time ago for another one quite near. His place was filled by a wholesome looking chap with auburn hair, which grew apace as he progressed in his position there. The auditor, whose genial nature most of us recall, was snatched abruptly from our midst and missed by one and all. The treasurer, alas, was finally forced to drop his work, and rest from his exertions which he never tried to shirk. His health, however, did not long permit him this respite, for he soon passed on to where good people keep on doing right.

Now, so far, this has been the truth, quite plain and unpretending, but from now on 'twill be dressed up a bit with fancy blending, to show just how an office with a little force of three can spread at least in one direction like the green bay tree.

One day a stranger drifted in, which caused a mild sensation. A note from Boston introduced it as a blood relation. We welcomed it with open arms, and soon a host of others came crowding in from Boston town insisting they were brothers. These clamorous relations were, as you no doubt have guessed, some stocks and bonds, which ever since have made this place their nest. They grew and multiplied so fast we almost lost our reason; our hospitality was taxed both in and out of season.

They finally forced us to erect for their accommodation a spacious dwelling of

great height on a very choice location. And then, as if to show us that their love was growing cold, they calmly asked the Boston folks to come and join our fold.

Now, just before they did this thing, they whispered in seclusion, "Collections here are hard to make and only cause confusion. We'll send them down to 1015, they're good old sports down there, and the bills will stand a better chance of being settled there." The cashier, when he heard this



"Under which another bunch of clerks were shortly buried."

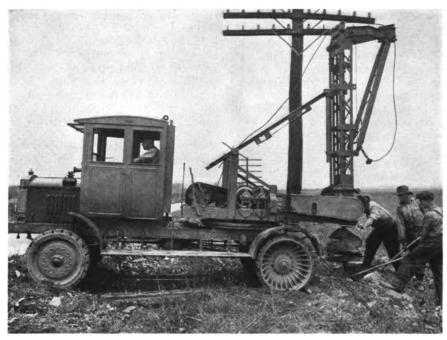
news, said nothing for awhile; he gathered up his piles of bills and went down with a smile. Of course, the spinner of this yarn had nothing else to do, but gather up her bonnet and machine and go down too. They let her in and made her feel at home without delay; the treatment they accorded her was kind in every way. They interspersed their work with jokes and pleasantries so light, she could not feel lugubrious, try ever as she might.

The public seemed to catch the friendly spirit that prevailed, for it paid its bills without a dunning notice being mailed. Indeed, the dunning notice is a thing quite obsolete, though formerly without it our routine was incomplete. The bills are now paid promptly, with exceptions very few, and most of these are brought to terms by a pleasant interview.

The folks here show a fellowship delightful to behold, the work is most absorbing and one's feet are never cold, so you see

we're not regretting our expulsion, nor would you. No more at present from—An old Shoe.





Division 4's earth-boring machine at work.

BIG LIZZIE

H. M. Snyder, Chicago Plant, Writes a Sketch Descriptive of a Day With the Earth-boring Monster Used in Division 4

HE tyro in the cab gasped and grabbed for a handhold. Surely in a breath he would be at the bottom of the declivity, with this weird-looking machine on top of him. He stole a glance over his shoulder. How could it possibly maintain its balance, with that high tower of steel to make it top-heavy? But even as he looked, the machine passed over the decline and came to a stop, the tower on the rear end just clearing a telephone pole. The tyro gulped, and as his respiratory organs resumed their functions, said as casually as he could:

"Pretty tough going there, huh?"

The driver's voice oozed scorn: "That little molehill? Say, when we get down the road a way, I'll show you what she can do when she tries."

The tyro thought of his life insurance, his friends at home, sundry unpaid bills, and prayed that the driver would forget his promise in the performance of the work in hand.

The machine was (and is) A. T. & T. Co. Truck No. 4061, on which is mounted one of the very few earth-boring machines at present in use in the Bell System and the only one operated by the Long Lines Department. It is a two-and-a-half ton Winther-Marwin, with a Wisconsin engine of forty-five horse-power. The digging apparatus is carried on a turntable at the rear, and is surmounted by a fifteen foot tower which houses the auger shaft. Power for all of the numerous operations is furnished by the truck motor through a system of gears and chains. The machine with its crew of four men was being used on general replacement work on the Terre Haute-Chicago line.

The truck had been stopped in a position to begin operations, and three men were already on the ground, blocking the rear wheels and making certain that the auger

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shaft was properly lined up. The signal given, the driver in the cab shifted the power to the auger shaft and the big twenty-inch auger began biting its way into the earth.

The auger's operations were controlled by two men, standing one on each side of the hole. One handled the lever which controls the rotary motion of the auger shaft, and the other operated the lever known as the feed, which controls the upand-down movements of the auger.

While the auger was rapidly spinning, the feed lever was slowly pushed over until the auger blade was some eighteen inches below the surface. At a given signal, the rotary lever was thrown out of gear; the feed lever being reversed at the same time the big blade with its load of dirt rose out of the hole. As it came above the surface, the rotary lever was thrown into gear, and the auger blade, suddenly rotating at high speed, threw the load of dirt in all directions around the hole, to be raked back from the edge with an enormous hoe wielded by the fourth member of the crew.

The genial Celt who occupied the cab was constantly operating brakes, gear shifts and clutches, and keeping watch over what appeared to the untrained eye as a veritable maze of machinery. His manner, however, was calm and unperturbed and he was sufficiently detached in mind to offer some comments on those who were inspecting the machine, and to impart

sundry bits of historic lore pertaining to the city of his birth in the land of the Hibernians.

The hole being completed, the truck was run forward a few feet and the auger lowered to the ground to provide stability. The winch cable was run out and attached near the middle of the new pole lying nearby. This cable passes from a drum just back of the cab, overhead to the top of the tower, and thence down. Power was applied to the winch, and in almost no time the thirty-foot Class A chestnut pole was standing upright in the hole. The entire operation, including placing the truck, digging the hole, and setting the pole, had taken ten minutes.

We were on our way to the next job, which was a pole to be reset. The truck was backed in, the auger lowered to insure stability, and the winch cable attached to the pole near the ground line. Power was applied, the pole was pulled out of the ground some three or four feet and cut off. The pole was then rested on the ground while the butt was being pulled by the winch, after which it was dropped into the old hole. Time, twelve minutes. And this operation as well as the others was timed surreptitiously.

Some rough country appeared ahead, and the tyro began a fire of questions in an attempt to divert the driver's mind from his promise to show the hill-climbing ability of his pet.



Raising pole 5891 of the Terre Haute-Chicago line.



Setting second pole of "H" Fixture, pole 5891, same line.

"How fast can it travel?"

"I don't know-but I've had her up to twenty. You see, she's got to have some speed or she'd lose too much time getting from one job to the next.'

"Of course," he hastened to add with just a faint note of apology, "she rides pretty much like the mother of all flivvers-or like a jaunting car in the old country, maybe.'

'Were you ever stuck with it?'

"No, she has taken everything I've put her at. I've taken her across plowed fields and over muddy roads that would stop an ordinary truck, and the only trouble I had was caused by side-slipping. Of course, in a pinch I could use the winch to pull out with, but I've never needed it. Here's our

next pole. I'll take that slope sidewise and you get out and watch her mudgrippers hug the dirt. They say she'll upset on a slope of thirty-five de-

grees-

The tyro scrambled down, breathing sighs of thanksgiving. Her "mud-grippers" evidently "hugged the dirt" satisfactorily, and the machine pulled alongside the pole, whereupon the driver announced that the hole would be dug from the side. The turntable was by turned hand bv means of a huge ratchet

wrench and the hole, which was for a reinforcement stub, was dug as close to the pole as possible. The operation was completed and we were on our way in five minutes.

Of extreme interest in the next few hours was the manner in which the crew overcame difficulties which threatened to impede the machine's progress. When a deep ditch yawned between the roadbed and the objective, two heavy skids were quickly placed, over which the truck backed. When work was to be done on the top of a bank, these same skids were called into play, being placed in notches cut in the upper edge of the bank. Up this improvised bridge the truck backed until the proper point was reached, when heavy blocks were placed under the wheels, and the auger shaft was tilted to insure a vertical, and not a slanting hole.

The run into town that evening was

enlivened by comment on the part of the driver, whose pride in his pet is natural, inasmuch as he has driven the machine since its delivery from the factory.

"One day," he said, "we dug thirty-two holes and set twenty-five poles. But the daily average runs around twenty-five or twenty-seven operations. One of our best pieces of work was digging four anchor holes, two pole holes, and setting two poles in twenty-five minutes. Another time we dug four holes and set four poles in twelve minutes. Give her fairly decent country, and she'll keep eleven or twelve pairs of linemen hustling to keep up with her. The only trouble is, we don't stay in one town long enough to get acquainted, and what's

life in this vale of tears without a friend here and

there?"

moment's After a thoughtful silence, the spoke of other tyro things.

"Well, what do you think of it?" he asked. "Would you call it a success?"

"Can't say, m'son, without a few facts and "Can't figures on her cost and up-keep. Though when I watch Whitey and Slim and Andy there stowing away the grub, and think how much more they'd

want if they were really working, I don't think the up-keep question will count against Big Liz here. I'll tell you one thing: success or not, she sure is a rootin' fool.'

Accomplishment

Yes, it's true! Detroit led Division 6 in per cent. completed for a recent month. 'This," writes a Detroit enthusiast, "shows what can be done, in spite of discouragements, with the powerful stimulus of Kindly Leadership, Loyalty, Friendly Cooperation, Good Sportsmanship, Concentration, Pep, Personal Interest Courtesy.

"Can we carry on? We can. And with everyone doing her level best, showing good sportsmanship by playing the game without faltering, helping one another every single step of the way, we just can't help but succeed."

Are You a Plant

Employee?

have a new opportunity to

take part in something

worth while. In the meantime, the big subject of

TION is food for thought.

Watch for further develop-

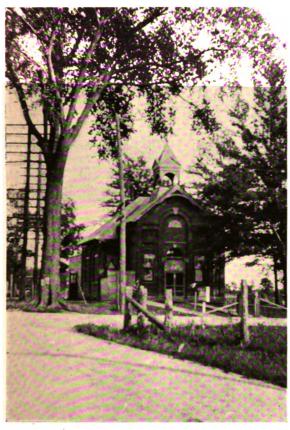
ments; you will be called

upon.

ACCIDENT

PREVEN-

If so, you are going to



E were all much interested in the description of our New York office published in *Long Lines*. I say our for we feel that it is ours,

even though we have never seen it. We have often wondered what it is like or wished that we might visit a few days at the great clearing house, and the word picture in the magazine has only served to enhance that feeling.

Perhaps you in the larger offices sometimes harbor a kindred feeling, a desire to get out into the country and spend a few days with us. Of course you are welcome; in fact, we will be right pleased to have you come.

We will meet you at the station—not with a high-powered car to whisk you quickly to the portals of a grand and glorious building, but like all good country folk, we'll share with you the best we have.

In our little flivver, then, we will pilot you through the narrow streets of Fort Wayne, past the old blockhouse site and the little park where once stood the fort of

"FORT WAYNE, BROWN SPEAKING"

A Little Story About the Fort Wayne, Indiana, Plant—From E. C. Brown, Chief Testboard Man, that Makes You Want to Go There Right Away

Indian days; across the bridge that looks down upon the St. Joseph, St. Mary's and Maumee Rivers and the spot where Chief Little Turtle ambushed Major Wyllis and his brave soldiers.

On through the outskirts of the city we'll go, until at last a breath of pure, snappy air reminds you of the days when you played hookey and with your pal stole off into the country to gather hickory nuts.

Yes; we are in the country. Not a great way, just far enough to let you relax and rest your tired eyes, wearied with the swift moving, ever changing scenes of the city.

A short drive over Indiana's good roads and we arrive beneath the big elm whose giant branches overhang the roadway, and sigh for the children who once trooped merrily from the door of the little brick schoolhouse, which is now our home.

• •

There are few changes outside—the same spacious yard sprinkled profusely with dandelions, thickly shaded by the great elm, the large oak and maples, and the two hickories where the boys once gathered their winter's supply despite the scolding of the squirrels and the rest of nature's children.

Were it not for the cable pole with its (Continued on page 34)



P. F. Minan and the rest of the folks who keep the pay roll dots on us.

"SIGN HERE"

The Machinery of Our Pay Rolls and Related Records is Explained by F. W. Elmendorf, Methods Supervisor, Accounting

N the Long Lines Department we have approximately 7,500 employees generally known as regular, and about 1,000 more who work in field gangs traveling from place to place, or who are engaged to assist the various section linemen. About 4,000 employees are in the Plant Department, 4,000 are in the Traffic, and 500 are in other departments.

If we are to get our money regularly, somebody has to keep a record of our salaries, figure out what is due us, make up the pay rolls and pay receipts, and get the money necessary to make the payments. This is done partly by the Accounting Department and partly by the cashiers in the local offices.

In the Accounting Department, the payroll work is under the general direction of W. J. Wigg, Disbursements Supervisor, who has a special pay roll department in direct charge of P. F. Minan, Payroll Clerk. The latter keeps a descriptive card showing the service record of each employee, although the record of gang employees and section linemen's helpers is not yet complete.

These records are kept up to date from approved monthly pay roll change reports submitted by each sub-department, and they show the employee's name, age, occupation and rate of pay during each period of service.

Based on the record of employees, there is kept a stencil plate for each regular employee and for some of the gang employees. Each plate shows the employee's name, occupation (using a code prescribed by the Interstate Commerce Commission), and weekly or monthly rate of pay. A new plate is made for each new employee. For changes in rate of pay or occupation, the existing plate is revised where it can be done to advantage, otherwise a new plate is made. In 1920 about 35,000 plates were made or revised.

The stencil plates are run through power-driven machines, at an average speed of about 50 per minute, to prepare the weekly and monthly pay rolls and pay receipts. The payrolls, with the employees' names listed in alphabetical order, with the corresponding pay receipts, are then sent to the offices concerned for completion and payment. For the section linemen's helpers, and the gang employees for whom no stencil plates are made, the payrolls are made up in the field.

The various offices compute the amounts due each employee, and enter them on the payrolls and pay receipts, together with other data as to time worked, absences, etc., and make payments to the employees from their working advance funds. The payrolls are totalled, certified, and forwarded, with the signed pay receipts, so that they eventually get back to the Auditor, who arranges with the Treasurer to reimburse the various cashiers for their expenditures.

The accuracy of the completed payrolls

is checked by the Accounting Department. This means verifying the calculations, which isdone by comptometer operators, and checking up any changes made in the stencilled entries to see that they are authorized.

• •

You may wonder why the Accounting Department makes up the payrolls and keeps the employees' service records. There are two main reasons for this: The payrolls and pay receipts can be stencilled with much greater speed and accuracy than is possible under any other method; and when the completed payrolls and pay receipts are returned by the paying offices it is easy to see that payments have been made at the authorized rates, since no changes can be made in the stencilled names and amounts without giving an explanation which can be verified. To make sure that the stencilled payrolls agree with the employees' service cards, we compare them at frequent intervals.

When employees come under the sickness or accident provisions of the Employees' Benefit Plan, their names are removed from the regular payroll and carried on a special disability pay roll during the period that disability payments are made. The Accounting Department sees that the necessary disability reports are received and acted on by the Benefit Committee, and keeps detailed records of each case.

The Accounting Department has a record of each employee's agreements to purchase or subscribe for stock under the second stock purchase plan and the employees' stock plan. Stencils are kept showing the amount of weekly or monthly deduction from an employee's salary under each plan, and lists of such deductions, together with receipts to be given the employees for them, are sent out with the payrolls to the offices concerned. The receipts are endorsed and given to the employees at the time the corresponding amounts are withheld, and the deduction lists are certified and returned to the Accounting Department with the payrolls.



A card is kept for each employee showing the amount of salary payments to him during each calendar year as transcribed from the payrolls. At the end of the year, the total of each card is obtained.

When the amount is \$1,000 or over, it is entered on a Federal Government form, stencilled with the employee's name, and the form is sent to the office concerned for inserting the employee's home address and marital status. When the forms are returned they are summarized and forwarded to the Federal Tax Bureau.

The New York State income tax law requires the withholding from salary payments to non-resident employees working in New York State, when such payments exceed the amounts of exemption to which they are entitled. We secure from employees working in the State certificates of residence in the State, or certificates of non-residence showing the amounts of exemption. When the salary payments to a non-resident employee in any year exceed the amount of his exemption, a stencil is prepared for the amount of weekly or monthly deduction to be made from his salary, and handled similarly to deductions for stock payments.

In sending out the payrolls and pay receipts to the various offices, the Accounting Department encloses a pay envelope for each employee, stencilled with the employee's name, in which the office cashier places the salary due the employee, the pay receipt, and stock deduction receipts. We have recently been trying out an "outlook" pay envelope, having an opening or "window" through which the name of the employee, stencilled on the enclosed pay receipt, is visible. A supply of these envelopes will shortly be available, and by using them we will save the work of running them through the stencil machine.

The various payroll records form the basis for preparing several of the monthly Company reports, and for a number of reports to industrial commissions and other bodies. In these reports we show data as to rates of pay, nature of work, age, changes in force, etc.

We also prepare data for a "Census of Bell System Employees" for the Comptroller giving details regarding each employee.

Not only has the demand for statistical data which are compiled from the payroll records greatly increased in recent years, but there has been an increase in personnel from 4,590 as of January 1, 1916 to 8,378 as of July 31, 1921.





Cancelled, by heck!

THE LITTLE LOST CALL

Two Installments of the Delightful Pull Together Talks Featuring the Plant and Traffic Per Cent. Completed Campaign in Division 5. Drawings and Much of the Dialogue by Miss Lois Overman, St. Louis

HE rough hand that thrust him into the compartment released its hold with a final push that sent him reeling to a corner for support.

What was the big idea, he won-

dered, searching his mind for a plausible explanation. He, a call of bluest blood, an "M. G." and an "A. P. T.," to be treated in such a manner. It was an outrage and he wouldn't stand for it! He would deal with these people, he told himself

However, as Shakespeare so aptly put it, "Business before pleasure." It was imperative that he return to his job without further delay.

Return—but how? He did not even know where he was. Cautiously he looked around for a possible means of escape, and to his amazement discovered that he was not alone.

A glance at his neighbors convinced him that they were the commonest of the common. Outcast "S. S.'s" and "P. P's." He shuddered at the very thought of coming in contact with such rabble.

Drawing himself up haughtily, he addressed the nearest: "If you will be so kind, please direct me out of this place and to the road leading back to the board."

"There is no road back," the other informed him in a dull, hopeless tone of voice. "This is the Cancelled Bin."

"You jest," he cried. "Come! There has been some mistake. I must get back into activity at once!"

The common outcast shook his head sorrowfully. "For you activity has ended. Call, what you once were matters little, for now you are one of us; a Has Been, branded with the despised symbol."

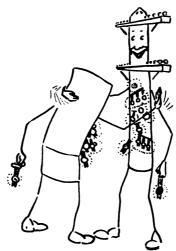
He staggered back, conscious now of a dull throbbing pain. Raising an investi-

gating hand, he touched the spot on his forehead where the brand had seared a deep "CA."

Frantic, he cried: "It was not fair! I am still young; less than an hour old. I have possibilities.

The common one interrupted: "Your ticket record shows there was no such address as the one given on your face."

"A false report," sobbed the Call in anguish. "I was indistinctly passed and the distant operator, after taking the wrong address, failed to repeat the



Fine work, old pal.

details. The error was never discovered, much less corrected. And must *I* pay the price for some one's else mistake?"

"My poor fellow." the other sympathized, "we calls have no voice in the matter. We are entirely at the mercy of the operator. I too, am a victim of carelessness. Would you care to hear my story?"

They sat on the floor of the Cancelled Bin, listening with eager interest as the common

outcast told his story.

"Some calls are lost through circumstances beyond the power of operators to control," he began. "But all too many of us cash in prematurely through plain criminal carelessness. My fate was a shining example of the latter.

"Filed at 8:00 o'clock this morning, I left the recorder full of ambition and with every prospect of a happy completion.

"My subscriber supplied the called

party's name and address, but did not know his telephone number. Confidently, I went to the directory position to obtain it.

"One girl casually glanced at me to see what I wanted, meanwhile arguing heatedly with her neighbor over the evidence produced in a recent divorce scandal. She automatically reached for her directory, opened it with a flourish, and running her pencil down the column stopped abruptly at the right name.

"At this point her attention was distracted by the second girl, who

had discovered another point in support of her theory. The first, in her emphatic contradiction, lost her mark in the book and recorded a telephone number that had appeared two lines below. I saw what happened—but what could I do?

"I later discovered that it was a hotel number, for the operator into whose charge I was given next received the report that the

called party was not registered.

"'Not registered' at a telephone seemingly his own. Can you beat that? But the operator never noticed this peculiarity in giving the report to the calling party. He

did, though—noticed it right away—and the remarks he made concerning the Company in general, and this operator in particular were not to be misunderstood by even the most careless.

"So after the manner of all irate subscribers, he took out his spite on me. Cancelled me immediately, saying he couldn't wait around all day for a call."

The common one, overcome with emotion, sobbed violently. A Station-to-Station call reached over and patted him

on the arm consolingly.

"That sure was tough!" he admitted. "But," pointing to the "CA" on his own forehead. "Just lemme tell you how I got this way."

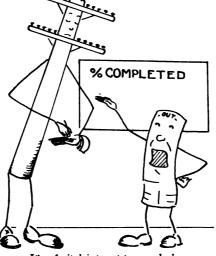
(To be Continued)

Mr. Plant Interviews Miss Traffic

WAS posting the record on the bulletin board when Bill galloped by. Bill is one of those busy little genii from the Plant Department that appear in answer to our frantic signals when anything goes wrong with the equipment in the operating room.

"What's that?" he inquired and looking over my shoulder answered his own question by reading out loud, "'Per cent. completed' — Oh, 'scuse me, I thought maybe it was something I was interested in."

"Aren't you?" I asked, amazed. "And if



It's of vital interest to everybody.

not, why not?"

"Well, you see, we Plant people don't know much about operating," Bill began.

"But the per cent. completed is something of vital interest to every member of the Company, regardless of the department in which he is employed," I broke in.

Bill looked unconvinced.

"In this way," I continued. "The Company derives a certain amount of revenue from every call completed. The more calls completed, the greater the income to the Company. Part of that income goes to pay your salary, remember."

(Continued on page 34)

SEND the following TELEGRAM	FROM	TIME FI
over A. T. & T. CO. Lines		
То		
	Arlington, Va., Nov	
To All the Parts of the		
has made thi	s historic event Poss	ible:
The work of t	oday set a new standa	ed for the Bell
System both in scientif		
service organization.		
	ossible the participa	tion of widely
separated portions of t	he Nation in a moment	ous national
occasion conducted at t	the Mation's capital b	y the Nation's
Executive.		
We send our s	appreciation and congr	atulations to
all who have made this	possible.	
	"Ulango	W.
	John Jo	2
	John J-	
	Juhr	lunes
		, /

OUR TRIB, UTE

Bell System Has Pivotal Part in Ceremony that Proves Astonishing in Magnitude and Significance

This was flashed to all offices immediately after the ceremony.

ALF-WAY through the memorial exercises on Armistice Day an elderly gentleman in Madison Square Garden leaned close to the ear of his neighbor and haltingly whispered:

"This is a tremendous thing."

It was indeed. The thousands who packed the huge auditorium or stood bareheaded in the adjoining park, the additional thousands at the western edge of the continent, the distinguished assemblage there in the classic amphitheater at Arlington—all of them felt it.

The solemnity, the majestic simplicity, the almost supernatural perfection of the plan by which the head of the world's greatest nation paid tribute to an unknown hero of the great war was nearly too much for everyday comprehension. It touched the heart. It kindled the imagination. It reached out over the maze of wires and

finding a multitude of auditors made them worshippers.

"Our sentiments," the audience in New York heard Secretary of War Weeks say, "can only be adequately expressed by one person, the President of the United States."

A breathless pause. Then in tones so deep, clear and intimate that the speaker might well have been standing by each listener's side came President Harding's voice, saying: "We are met today to pay the impersonal tribute. . . ."

Steadily and solemnly the voice flowed on, with once—near the end—a momentary, but plainly perceptible, break of emotion.

At the conclusion, when the President unexpectedly began the recital of the Lord's Prayer, he had proceeded only a word or two when the assemblage joined with him in that wonderful climax, so closely were they following his every syllable.



Over 150,000 heard President Harding say: "Burial here is more than a sign of the Government's favor; it is a suggestion of a tomb in the heart of the Nation, sorrowing for its noble dead."

THE WORLD'S GREATI



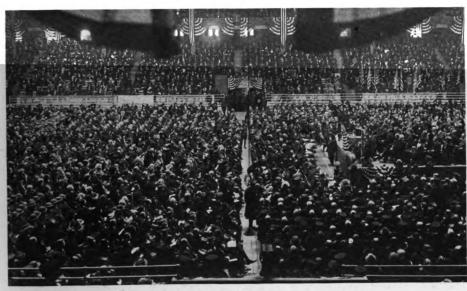


Looking toward the platform and great organ in the crowded Civic Auditorium out at San Francisco.



PHOTOGRAPHS ON THESE AND A INTERNATIONAL, UNDERWOOD.

ST FUNERAL SERVICE



A sectional view in Madison Square Garden, for the first time in its history a cathedral.



DJOINING PAGES COPYRIGHTED BY PARRIS AND EWING AND ROSENFELD **IONG TINES**



Left—Those who held up the San Francisco end. With the exception of one Long Lines representative, all are Pacific Company men.

Right — Long Lines and New York Company men who put through the Madison Square Garden phases of the Bell System's achievement.



Considering the size and cosmopolitan character of the crowd, it was remarkably quiet. There were, of course, scattered individuals climbing in and out of aisles. There were moments when spasms of coughing seized this or that section. There were even times when the tense emotional state of the audience showed itself in curiously inappropriate outbursts of applause. But so intent were the thousands on the things happening that each interruption, no matter how trivial, was met with murmured resentment.

The whole atmosphere was devotional, as of a nation at prayer. At times a wave of quiet weeping swept the place. The thought that gripped the imagination of the dullest mind was that tens of thousands at either edge of the continent were uniting with similar thousands at Arlington and honoring in unison the Unknown Warrior.

From San Francisco, 3,000 miles away, came telegraphic reports that the voice of the President, filtering through massed foliage on the stage of the Civic Auditorium, reached those in the audience so distinctly that they held their breath in unconscious

expectation that he himself might step forward into plain sight.

There was the deepest and most reverent silence out on the coast as the voice of the invisible speaker continued, just as there was in Arlington and New York. "Although the glinting telephone wires could not carry President Harding's face and figure across the continent," said a dispatch, "imagination completed the picture for the mothers whose sons never came home, for the halting veterans who recalled the nameless soldier perhaps as a missing comrade and for others who worked, gave and waited while the struggle went on across the sea.

"Every note of the band, every throb of the drum, every call of the bugle sank into the ears of the auditors as if no telephone receivers, no copper wires, no amplifiers, but instead, merely a dozen yards of open air at Arlington stood between them and their President."

Without a shade of hyperbole, the ceremony marked an epoch in communication as well as in world history. The oration of President Harding was heard by over

150,000 people, the largest aggregate gathering that ever heard one man's voice. But it was more than national in its scope, for in the amphitheater at Arlington were grouped official and military representatives of many foreign nations, officially in Washington as delegates to the Conference on the Limitation of Armament.

Our distinguished foreign visitors, on the eve of their history making deliberations, realized that what President Harding was able to do on Armistice Day can be done at no distant time in other countries; and that a similar achievement will be possible between one nation and another, for the eventful furtherance of mutual understanding and harmony between all the nations of the earth.

It was the idea of President Thayer that the equipment of Arlington, New York and San Francisco with the loud speaking apparatus would be a fitting contribution from the Bell System in memory of the Unknown Hero and in recognition of the Nation's interest. President Harding and the War Department were quick to see the value of this service and through the co-operation of the American Legion the meetings were organized in New York at Madison Square Garden and adjacent park and in San Francisco at the Civic Auditorium and Plaza.

The apparatus was new and complicated. The task of co-ordinating three mass meet-

ings connected by telephone lines of 3,700 miles in length was something never before attempted. It was an undertaking that required teamwork of the highest order between all branches of the Bell System. The arrangements were under the general direction of Colonel John J. Carty, who had the complete co-operation of the Long Lines Department and other departments of the A. T. and T. Company, the Western Electric Company and the Associated Bell Companies.

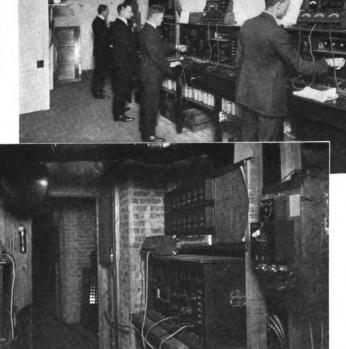
For the six weeks preceding Armistice Day the men assigned to this task worked with true Bell Spirit, forgetful of selves, at any hour when work was required. Every detail was foreseen. Every conceivable test was made. Apparently insurmountable difficulties were overcome. If the Unknown Soldier buried at Arlington were one of the 20,000 men of the Bell System who went into military service, the effort of the loyal forces of the telephone could not have been greater.

Long before the time for the funeral exercises, the audiences were assembled; 100,000 in the Arlington Cemetery, 11,000 in Madison Square Garden and 25,000 in the overflow meeting outside, 16,000 in the Plaza and Auditorium at San Francisco. There were present the gold star mothers, the representatives of the American Legion and other military organizations and the relatives and friends of those who made the



Combined group of the A. T. and T. Company, Long Lines, Western Electric and Chesapeake and Potomac Company men who ran the demonstration at Arlington.

Right—Part of the control room apparatus behin the scenes in Madison Square Garden, New York.



Left — Control room in the crypt at Arlington, the central point from which the demonstration was steered.

supreme sacrifice and a great multitude of citizens.

When the national anthem was played at Washington by the Marine Band, over 150,000 stood. At the invocation, over 150,000 bowed their heads. When the trumpet call marked the beginning of the two minutes of silence, over 150,000 stood transfixed as one.

America was sung at Arlington and clearly heard by means of the amplifiers in New York and in San Francisco where the audiences joined in singing the second and third verses, not independently, but in perfect unison with the audience at Arlington. A telegraph operator on the platform in New York ticked back to the control room in Washington, "The audience is now singing America," and followed with, "Don't try to get me now. I am singing, too."

President Harding's address was an earnest of the time when the nation's head can speak simultaneously to many such audiences scattered over the length and breadth of the land. For science, manifesting itself in the telephone art, has united the East and the West.

"Burial here," he said, "is rather more than a sign of the Government's favor; it is a suggestion of a tomb in the heart of the Nation, sorrowing for its noble dead." One hundred thousand men and women, thronged upon the grassy slopes about the Arlington amphitheater, thrilled to the words as they were pronounced.

But in spite of the fact that the setting of the scene in that magnificent marble shrine, the color of military uniforms and the presence of dignitaries from the far corners of the earth gave added point to the ceremonies for those who gathered at Arlington, they cannot but have missed something of the significance of these particular words—a significance carried with almost poignant emphasis to the thousands of others who, though separated by hundreds of miles (some of them by the breadth of a continent) from the scene, yet heard every vibrant inflection of the speaker's voice.

Swelling chorus, chaplain's prayer; the tributes of the military geniuses of sister nations; the simple burial service; the thundering artillery; even the rolling echoes as they rang back from the hills about

Arlington; and finally the plaintive voice of the bugle as it sang "taps" above this Hero's resting place—all this was heard over the long distance wires.

There were among the thousands in Arlington, New York and San Francisco many hundreds who thrilled with pride at the thought of being connected with the organization that had made the achievement possible. But even for members of the Bell System family, the dominant emotion was more than that of satisfaction in a remarkable task remarkably well accomplished.

They shared with others a deep and reverent feeling of gratitude for the thing that had been done, rather than mere pride in the fact that they had been privileged to play a part in perfecting the means by which it had been accomplished. more there was in their silence as they walked away than the sadness that invariably follows any service of deep and solemn

significance.

The miracle of it was best illustrated by two fine old ladies from the South who were at the grave of a Confederate soldier. When they heard, as if from the sky, the solemn words of the invocation, they first looked up, then knelt in prayer. Again, it must have been something of the same

miraculous nature that caused the men in the offices all along the lines to snap to attention upon the signal from the monitoring operator that the national anthem was being played at Arlington and to stand with bowed heads during the two minutes of silent prayer.

These men along the line exemplified their realization of the event's importance by the smoothest operation ever experienced in a transcontinental or loud speaker ceremony. Hardly an order was necessary after the program started and considering the fact that even a pin placed in any one of a thousand places could have interrupted the exercises, it is considered the most wonderful example of co-operation in the history of communication.

Back of it all lay a new conception of the American heart; a realization that this first public test of telephony's latest triumph had been a triumph for America itself; a deep and heartfelt feeling of thanks that there had been brought into being a means of binding together with newer and more intimate bonds, the Union which thousands of those who sleep at Arlington had died to preserve and which thousands of other heroes, of whom the Unknown Soldier is forever to be the symbol, had died to protect.

Mr. Thayer's Congratulations

S our tribute to those who served and fell in the Great War we offered to the Federal Government the use of our loud speaking apparatus and our lines in transmitting, to distant points on the Atlantic and Pacific coasts, the spoken words of those taking part in the ceremony at Arlington in honor of the Unknown Soldier.

This offer was accepted and we made it possible for at least 50,000 people at San Francisco and New York, as well as 100,000 at Arlington, to hear the words uttered at Arlington.

It marked another great step in the progress which the Bell Telephone System has taken in telephony in advance of the rest of the world. It was an accomplishment made possible by progress in scientific achievement and no less by organization and by individual effort. The work of scientists and engineers of plant and construction and maintenance men, of those in central offices, in the factory and in the field, not only on that day, but in the days and years preceding, made it possible.

When we undertook to do it, I knew that it would be done; but nevertheless when I saw it done, I felt the thrill of pride which I am sure that every other employee of the Bell System felt at being a part of an organization which could accomplish such a thing.

We who are in the organization know how much in the way of wonderful work it meant. I would like, as the representative of you all, to congratulate us all and particularly to congratulate those who had the good fortune to take part in this particular operation which was a culmination of all of our efforts-H. B. Thayer, President, American Telephone & Telegraph Company.

Mr. Plant Interviews Miss Traffic

(Continued from page 25)

"Oh," said Bill, "but say—'Calls completed'—I thought we were talking about per cent. completed."

"We are," I answered. "Per cent. of calls completed."

"Go on; how can you complete a per cent. of a call?" Bill wanted to know.

"We don't complete a per cent. of a single call," I tried to explain. "A call is either completed or not, and we try our very hardest to complete as many as possible of the total number of calls filed."

'Gee, now you've got me going-tell me something. What makes a call com-

pleted?'

'A completed call is one on which conversation has taken place and—say—how would you like to follow a call clear through from the time it is placed?"

"You're on," Bill accepted.

We started toward the recording board and I did a little explaining on the way: "The company defines the word 'call' to mean 'an application for service,'" I started.

A messenger dashed up just then and informed Bill that he was wanted in the testroom. He returned shortly and demanded to be shown how a call was placed. I showed him the little ticket form on which the recorder notes the details of the call and explained.

"When the subscriber asks for Long Distance he is connected to a line dropping in front of these particular operators called recorders. They obtain certain information concerning the call and note it on one

of these tickets.

I pointed out the spaces on the ticket designated "name of station calling," "calling party's name and telephone," "place called," "called party's name and telephone number-or address.

"Everything but his Bill laughed. finger prints. Say, this is kinda like being listed in Dunn or Bradstreet, ain't it?'

"Kinda," I replied, "except that in regard to his financial standing we ascertain only whether he has enough to pay the bill; or at least knows someone who will."

"What do you do with all that informa-

tion?" Bill wanted to know.

"It is all necessary, Bill," I answered. "Starting at the top and reading down:

We must know the calling party's number so we can report to him. The recorder releases his line when she has taken all the details and the call is sent to another operator who would not know where to get the calling party if his number were not on the ticket. And then naturally she must know the name of the place he is calling and the party he wants there.

"Should the calling party be unable to furnish the called party's telephone number, we ask for his address or firm name and endeavor to locate the number in the telephone directory. This is done by special operators in the office who are supplied with telephone directories from all the large towns and cities with which we do enough business to justify our keeping them. (These Directory Operators, as we call them, have another duty, that of looking up routes to stations where we have no direct circuits)."

Bill was impressed. "What do you do when you've found the telephone number?" he asked.

Before I could answer, Bill was summoned to fix a switchboard that had gone Bolshevik.

"Say, you wait right there," was his parting shot, "I'll be back in three shakes of a dead mule's tail."

(To be continued)

"Brown Speaking"

(Continued from page 21)

twelve long arms outstretched you might expect still to find, on entering, a comely miss surrounded by girls and boys with one eye on their books and the other squinting at the class cut-up, wondering what will next bring down the teacher's wrath upon his youthful shoulders.

What a surprise awaits you! Once inside you are at home again. Here are the testboard and Morseboard with the same old jacks and plugs; two long tables of duplex apparatus clattering away as noisily as ever; the telephone repeaters, power boards and rectifiers—they all are here.

The introductions and inspections over, let's slip out into the yard and lounge beneath the maples until the lengthening rays of the sun bid us hurry back to the city, lest we lose our way in the darkness. Come again!

Pittsburgh Girls Bowling

UR Branch—No. 98—has formed a duckpin bowling league among its members. We have eight teams, five from the city and three from the Brushton office. On November 3 was held the first match game. Many, or practically all of the girls, are inexperienced; however, the scores are running from 85 to 109.

We're sorry we could not enter the league of tenpins to compete with other branches, but hope we will soon hear from some branch that will be able to

enter into a duckpin league.

A prize is offered each week to the highest bowler and interest is growing rapidly. A season prize will be awarded to the individual having the highest average; also to the team with the highest average for the season. Anyone interested should address K. A. Kerr, Manager, Pittsburgh.

Camera Club Exhibits

I. E. Lattimer, Engineering, New York, received honorable mention for his set of five studies in the annual exhibit of the Telephone Camera Club which opened November 15 in the Telephone Club building. R. H. Bauman, Jr., N. Y. Tel. Company, took first prize in the landscape class, while K. B. Lambert, W. E. Com-

pany, won the blue ribbon for having the best entry in the portrait and genre class, as well as the best set.

About 125 studies comprised the exhibit, among which were many that compared favorably with the best work of professionals. The photographs remained on view until Thanksgiving.

N. Y. Fives Lose Openers

Both New York Long Lines basketball teams started the season inauspiciously last month, the 195 Broadway five losing its opener to the Manhattan Plant, N. Y. Tel. Company quintet, 35–17, while 24 Walker Street dropped its curtain raiser to the N. Y. Company's Manhattan Commercial aggregation by a hair, 23–22. 24 Walker Street was later in the month snowed under by the Holmes Electric team, 60–16.

Far from being disheartened by these setbacks, our New York teams count the defeats as merely incidental to getting under way, and meanwhile remind pessimists that he who laughs best laughs last.

Chicago Plant Weddings

On October 29, J. W. Gallagher, Division Chief Clerk, Chicago, was married. Clarence Vernon, Division 4, Line Construction, has also taken unto himself a fair maid and settled down to domestic bliss.

ELECTION TIME

Timely Thoughts on This Important Association Feature by R. P. Moore, President of District Board 42, Cincinnati

URING the month of December more of the branches of the Employees' Association will hold their annual election of officers, delegates and committeemen than during any other month of the year.

The time is now propitious, therefore, for a brief discussion of the subject, to emphasize the importance of each member giving the matter the careful consideration it deserves.

The progress of the Association and the benefits which the employees and the Company, working together through our

organization, will derive from the activities of the coming year will in a large measure be determined by the wisdom displayed by the rank and file of the membership in the elections.

Those who will next year play the vital parts in shaping the destiny of the organization by administering the highest offices within the gift of the Association must be chosen from among the delegates sent up from the branches.

Persons obviously unfitted to perform the duties which their election to a position would require should not be *nominated*, which is the most certain method of ensuring that such persons will not be elected.

What we get out of and through the Association will be in proportion to what the membership, as a body, puts into it. All personal prejudice should be cast aside and the best qualified person who will consent to assume the duties of the office should by all means be chosen to fill it.

In this connection, it may be pointed out that there is no honor in refusing to accept responsibility or to perform duties for which one is well qualified. It is the shirker who takes the easiest way and allows the "other fellow" to carry the load. Do not decline to serve in any position for which you are fitted, without good grounds for refusing.

The Association needs, is entitled to, and should have the services of the best and most progressive minds available for the proper administration of its affairs.

In carrying on the work, in local as well

as higher bodies, continuous, conscientious, intelligent application to the study of problems in hand and the general advancement of the interests of the Association is required. That officer or member who confines his study of questions to the hours devoted to meetings is not contributing his share of effort to bring about the maximum of good results.

A certain amount of criticism may be expected by every person who takes an active part in our activities regardless of his good accomplishments. Such criticism usually comes from those who will not take



Near the end of its recent sessions in New York, the Executive Committee of our Association spent several days conferring with Mr. Stevenson on subjects of mutual interest. The last day, when this photograph was made, several of the department heads were invited to sit in. Those in the picture, from left to right, are—E. J. Padmore, G. H. Powers,

Executive Committee Talks Thing

sufficient interest to understand or realize what really is being done.

Those who are not satisfied with the manner in which the affairs of any position are handled should first make sure that they are at least as well qualified as the one they are criticising, and then seek election.

In filling most places there should exist in the candidate, as a prerequisite, a deep interest in the Association of sufficiently long standing to ensure familiarity with its history and development, as well as with the problems we are facing today. Certain posts may be filled, however, with persons



H. E. Schreiber, I. E. Lattimer, H. M. Megirr, E. Kertscher, F. A. Stevenson, C. B. Robertson, L. E. Morris, T. R. Monaghan, H. Thomas, S. B. White, M. R. Morsches, T. T. Cook, A. W. Drake, A. V. Adkins, E. T. Bryant, T. G. Miller, J. J. Pilliod, L. S. Murphy, J. M. Connell and J. H. Dimick.

Over With Director Stevenson

whose interest it is desired to arouse, since even enforced activity breeds interest.

In general, faithful service should be recognized by re-electing those officers whose records show such reward to be merited. It may be felt by some that such a practice would tend to create a monopoly, and perpetuate the holding of office by one "clique," but it is a good plan to pursue, it must be admitted, pending the amending of our constitution to eliminate the all too common almost complete turn-over in the personnel of the higher bodies, causing a break in the continuity of their activities

just about the time they hit their stride and are functioning efficiently as an organization.

These statements, very likely, voice the conclusions reached by the majority of our members who have devoted any study to the matter. Again I say—CAST YOUR BALLOT WISELY.

Fancy Fiddling

(Continued from page 5)

After liquid stimulation had warmed up the party to the pale pink stage of the process of painting the place red, I turned on the music and called for an Irish four-andafter. For the uninitiated, this is a rather complex dance, differing slightly from the latest 1921 scandal.

From the vantage point of a chair on a table in a corner I conducted my part of the ceremonies.

By the time we reached the tenth dance—thanks to the "white lightning" (the homebrew of that day)—the party had waxed hot and wild. Dancers

reeled; pistol shots and oaths punctuated the music; thick smoke from the fat rope yarn cigars clouded the low-ceilinged shack.

Crash! went the chimney of a kerosene lamp and out went a light; down whirled a bottle from the over-crowded bar under the wavering shot of a faltering aim. Toward five o'clock those who could get away departed; those who couldn't stayed under the counter; and those who had shot up anything they couldn't pay for remained under the muzzle of the proprietor's six shooter, pending receipt of damages.

Thus ended a perfect Christmas Eve.

Association Ac- and Fes-tivities

Branch 75 Banquets New **Officials**

O celebrate the promotion of J. L. McKay from District to Division Plant Superintendent of the new Division 2, and H. M. Streeter from Division Headquarters, New York, to take Mr. McKay's place, the members of Plant Branch 75, of East Philadelphia, tendered them a banquet on November 1.

The banquet room of the Bourse café was obtained for the occasion and there, amidst a setting replete with Hallowe'en decorations, a seven-course dinner was served. The remainder of the evening was devoted to reminiscences and biographical talks concerning the lives and telephone activities

of the new officials.

The affair was voted a complete success and at an impromptu reception held immediately after the festivities both officials were the recipients of a unanimous promise to put the new Division 2 on the telephone map with a flying start.

Traffic's Latest Number

The third annual Hallowe'en dance of the Long Lines General Traffic Department

(Branch 3, Association of Employees), was held in the ballroom of the Telephone Club, New York.

As in previous years the dance proved a brilliant success, each one of the 100 persons in attendance having the time of his or her life. The program consisted of novelty dances, such as the broom dance, the lucky number dance, Nantuckets, and Hallowe'en games. Handsome prizes were awarded during the evening to the winners of the lucky number dance, Miss Mildred H. Woodward, of the General Traffic Manager's office, and L. A. Walthers, of the Long Lines Engineering Department; the door prize, G. F. Rhodes, of the Development and Research Department, and the games, Miss Anna M. Thompson, of the General Traffic Manager's office.

A buffet supper was served in the club's grill room during the intermission, when the walls were made to ring with the weird noise-making devices with which each one in attendance had been furnished when entering the Land of Make Believe. the traditional witches were within earshot of the club house that night they undoubtedly turned green with envy at hearing their own screeches so outdone by the carefree, clamorous crowd in the

building.



Philadelphia Plant Branch chooses a banquet as the best way to let new division heads know everybody's back of them.



Horrors! So many groups this time we're not certain where this hails from. Milwaukee, we think. Won't it be grand when folks all write on back of pictures where they're from and what they're about?

Milwaukee's Hallowee'n Affair

If the picture on this page does not convince, the story will. It was a regular Hallowe'en party: witches, ghosts, fortune-tellers, and cider. I'll say we experienced all the thrills of a spooky evening. Just like our school day parties when everyone brought eats—too much for some and not enough for the fat boys. And did we dance! Well, how is your imagination?

The first contest of the evening was a one-round swallow of the doughnut. Our genial service observer could shame an ostrich to death. The next number contained a prize ducking for apples. If you think you can land one in five seconds without getting wet, try it on your piano. Some of us were blindfolded to blow out a candle, but I'll swear they rang in a Mazda lamp on me.

Well, anyhow, it was a rousing evening and we all went home to dream of witches and fairies, and cross-eyed goblins with incandescent hair.—E. S. M.

Connecticut Members Feast

While the folks—I notice they have been called the Puritans—up around Boston and Providence were holding their picnic at Rehoboth, Mass., we folks in Connecticut were enjoying ourselves at a basket-lunch picnic at Double Beach, Conn.

New Haven staged the affair and received liberal support from the Hartford Branch. There was no specified program to be ad-

hered to and the general idea of enjoyyourself-to-suit-yourself was very popular. Oh, yes, we played ball. But this ball game was different. You see, this was an indoor baseball game outdoors.

While everyone was at lunch, the New Haven secretary made a presentation speech, in behalf of the Branch, to two of his fellow members; and with the assistance of other members of the Branch, presented each of these two unsuspecting persons with an electric coffee percolator. There had been two weddings within the previous month, and Branch 25 took this means of showing its good wishes to its two members and their brides.—H. S. B.

Beaverdam Celebrates

Plant and Traffic members of the Association at Beaverdam, Ohio, made Hallowe'en an evening of unalloyed fun.

Appointing an Imperial Wizard (Noel Wilch, chairman), and Kleagles for all committees, arrangements were made to rent the town hall and hold festivities at that place. Invitations were issued to friends of the employees to appear masked and enjoy with us the fun which the Imperial Wizard provided.

Ghosts, witches, goblins, and every other spooky costume imaginable paraded the streets and later gathered at the town hall, where dancing was enjoyed until orders were given by the Grand Goblin (Joe Mullin) to unmask and partake of an old-fashioned picnic lunch served in an admirable manner by members of Traffic Department.

A Hard Time Party

Minneapolis Traffic also Holds Poetryinspiring Wiener Roast

HEE! but we had a good time at our hard time party, given by the Minneapolis Traffic day girls for the evening girls. Doughnuts, apples, peanuts, candy n'everything. Even Foxy Grandpa (Nellie Baker) was there and he was so tipsy he had his vest on wrong side out.

Jim, the tramp (Elsie Rask), with his week old whiskers, red nose, and shoes many sizes too large and heavily laden with mud, won first costume prize, and Bedelia, Grandma O'Flannerty's daughter (Mabel Wensole), won second prize. Poor child, her bare toes were sticking through her shoes and she was minus one tooth.

stice Day, judging from the amount of noise we made with our horns.

Mr. Dickinson, our District Traffic Superintendent, and Mr. Holker, Traffic Chief of the associated company, were there and took several flashlight pictures of us.

After the Hallowe'en stunts were over, all viewed four reels of interesting moving pictures. We learned all about the different parts of a telephone and other equipment, the machine and films being loaned by the Northwestern Bell Commercial Department.

All gave a vote of appreciation to genial Mr. Edwards of the Division Commercial Department for operating the moving-picture machine. Then we decided that it was too late for Grandma and the little boy to be out, to say nothing of Bedelia, so we all went home, voting unanimously



"You might have thought we were trying to celebrate another Armistice Day," writes Minneapolis, "judging from the noise we made."

The fashionable lady with the picture hat (Pauline Flaherty) hit Nora from Rag Alley (Madeliene Hauskins), in the eye with an apple which they were both trying to eat while it hung suspended on a string. Our little boy (Helen Messenger) nearly drowned himself bobbing for apples; he had his whole head in the pan.

• •

One of the clown twins (Dorothy Smith and Helen O'Brien) played the piano while both old and young danced the old Virginia reel. You might almost have thought we were trying to celebrate another Armi-

that it was the best time we had had for a long while.

Gee! our wiener roast sure was great,
That was one time no one was late;
And the fire we had, 'twas beyond belief,
Look who helped make it—our traffic chief.
The potatoes and wieners! My, they were good,
And were roasted better than a French chef

could,
With marshmallow, apple, coffee and bun—
It couldn't be beaten under the sun.
I don't have to tell what a good time we had,
Just peep at our picture; see how to look glad.

Twenty-five of us from the Minneapolis Traffic force journeyed to Glenwood Park Forest, laden with sacks of sweet potatoes, apples, bags of wieners and boxes of marshmallows. We built a huge fire under the grates, Mr. Dickinson, our Traffic Superintendent, doing his share, and soon had the coffee steaming and the potatoes and apples roasting.

After all had eaten to their capacity, stunts were done and pictures taken. Then, as darkness settled, we gathered under the oak trees and sang songs to the accompaniment of ukeleles and banjos. We also located a platform and with the aid of our uke orchestra had a little dance. No one minded dirty hands and faces, including Miss

Merkle, Division instructress, who was our honored guest.

Every member of District 43 regrets the loss of our Chief Clerk, Constance Allison, who deserted the "wild and woolly" to live as Mrs. Arthur Ives somewhere in Jersey. She knew it was in Jersey, but couldn't tell



The Omaha District Board convenes on roof of the new telephone building: Front—Misses Hauskins, Wensole and Mullin. Second row—Misses Brimm and Bell. Top—Misses Lehmbeck, Bastian and District Traffic Superintendent Dickinson.

just where. Her consistent enthusiasm and willingness both in Company and Association affairs made friends of all of her associates and all wish her much joy and happiness in her new life.

Presenting Burlington, Ia.

Greetings from Branch No. 86, Burlington, Iowa. Perhaps you never knew that the Long Lines Department had an office in Burlington, Iowa, but it certainly has. We enjoy Long Lines. And we surely have good times.

Just the other night we had a Hallowe'en party, in conjunction with the Northwestern Bell. All piled into big trucks and went out into the country

about six or eight miles.

We had games, music, story telling, dancing, and last, but not least, a fine dinner. The Long Lines trio, composed of J. R. Tyler, G. J. Karle, and C. O. Pasnau, performed exceptionally well. We are planning a series of socials and entertainments for the near future, and will be glad to let you in on them.



And then, for good measure, twenty-five of the Minneapolis Traffic girls went and had this grand and glorious wiener roast.

Better Sign That Horse, **Hortense**

EAR Ed: Before I forget it. I want to tell you something. That happened. Up here in Walker Street. In the New York office. We had a call to a Mr. Morgan. At Bridgeton, N. J. And when we called the telephone. At Bridgeton. They said he wasn't there. But that they'd send for him. Alright, we said. Send for him. And pretty soon we called again. And asked for a report. And they told us this time. They guessed Mr. Morgan got the message. Because his horse came back. Now, just what a horse had to do. With a telephone message. We didn't know. So we asked the man who answered. And he told us. Morgan's horse was there. When we called.

So they put the message under his bridle. And sent him home.

And when he came back. The message wasn't under the bridle.

They were sure he had received it.

And then, a short time after.

Morgan came to the telephone.

Don't you think that animal showed.

Good horse sense? We did too. But there are some people. Who heard this tale. Who won't believe it is true. Of course, there's no accounting. For some people's mentality. And as T. R. once said:

"The ability of the human mind. "To resist intelligence is amazing." So we just let it go at that. And said no more. About the wonderful horse. That helped us so well. To make a ticket talk.—Hortense.

District Plant Board 31 Meets

District Plant Board 31, Association of Employees, convened at West Palm Beach. Fla., on October 17. The meeting was called to order by President Reagor, all members answering the roll call.

During the two and a half days' session many interesting matters were discussed. On the second day after the board had recessed until Wednesday morning, Traffic Local 72 entertained this board and Mr. and Mrs. J. H. Gibbs with a beach party and fish dinner at Palm Beach. On the third day of the session District Plant Superintendent Gibbs met this delegation at 9:30 a. m., at which time many matters were brought up and discussed and later Mr. Gibbs addressed them informally.

> Those appearing in the photograph on this page are: Front row, left to right—J. P. Reagor, Mr. and Mrs. J. H. Gibbs. Second row — S. W. Newlan, Miss A. Gober, L. W. Strickland, J. O. Williams.

Heavy Stuff

TrafficChief (to visitors in test-room):

"This is called a Wheatstone bridge."

FAIR VISITOR: "Beg pardon; what did you call it?"

TRAFFIC CHIEF: "A Wheatstone—

FAIR VISITOR: "Oh, yes, my husband said this morning he wanted to get one of those things; only he called it a 'whetstone.'"



Members of District Plant Board 31, with two guests, in session at West Palm Beach. See item on this page.

Wildwood: Good Times

TILDWOOD, to the Kansas City office means good times. For this is the name of a Y. W. C. A. camp at which our annual two-day camping picnic is held.

An hour's interurban ride brings us within a few hundred feet of a high-lying shaded grove in which the camp, a large permanent building, is located. Outdoors are tennis courts, swimming facilities, spring water and excellent hiking surroundings; while indoors, ample sleeping quarters, kitchens, dining-rooms, and a living room with a huge fireplace furnish ideal conditions for roughing it in an agreeable way.

The Kansas City Association of Employees held their annual picnic here on the fifth and sixth of October. Two days were used so that everyone could attend on at least one of them.

The evening was started with a wienie roast, after which light refreshments were served in the dining room. After this games were played and dancing ranged all the way from the Virginia reel to the fox trot. All of us turned kiddies again and enjoyed ourselves thoroughly. Those who could arrange for their day of relief or a furlough to fall on one of the camp days were lucky in being able to enjoy races, hikes, tennis and swimming.

We felt honored to have Mr. Morse, from the New York office; Mr. Mabbs, from the division office; Miss Veail, the Wichita Chief Operator; and Miss Russell, Joplin's Chief Operator, as our guests at this time.

A Fashion Tip

My story is about a maiden who with extra weight was laden, and who grieved so, for her sylph-like form was gone. All too soon it had departed, then most every cure she started; but the scales still tipped the other side of two.

Not a single modiste faking seemed to have the knack of making just the right and proper cloaks and gowns for Eve. Quite discouraged with the tailleur she resolved to be a failure, when good fortune smiled upon her—yes, 'tis true. As she moved on toward the subway, such a stylish girl in dove gray passed beside her that she almost grasped her hand; for she knew *one* held the answer and the knowledge did entrance her, so she hurried on, attracted by the signs.

Seated just behind her conquest, how she scrutinized the gown lest she miss the all important information which she sought. Then the find and inspiration drew from out a mauve creation an attractive publication with the title of *Long Lines*. Eve determined she would get it if it took her all to net it; she would beg or borrow; any other method she would try.

The lady made for the exit, dropped the booklet—Eve, annex it!—and down the swaying subway aisle our heroine did fly.

. . . She could never quite remember just what happened that November, though she was some time recov'ring from a twisted limb or two; but throughout her convalescence she perused this book, quiescent, and she never once regretted what had happened, or would you? For she now weighs scarce a hundred, so she's never felt she blundered, and her troubles all are over—save a few.

—M. F. C., N. Y. Traffic.

A flashlight of the Kansas City Association girls and a few guests at one session of their two-day picnic, held at "Wildwood," a nearby Y. W. C. A. camp.



Miss Wachenheimer Tennis Champion

THE close of the tennis season in New York brought with it the completion of the second annual women's tennis tournament, open to all women employees of the A. T. & T. Company in the vicinity of New York. Miss R. W. Wachenheimer, Department of Operation and Engineering, is the 1921 champion, having defeated Miss L. E. O. Stuerm, Development and Research, in the final round by a score of 6-1, 6-2.

In every respect the tournament was a great improvement over the one held last The average quality of play was considerably higher; and that the spirit of rivalry among the contestants was much more intense is shown by the very small number of defaulted matches. Only two victories were conceded this year without a contest (one unavoidable on account of illness), as compared with we won't say how many in 1920 series. Altogether, the tennis enthusiasts are more than pleased with the progress made this year, and plans are being considered for a permanent championship cup to be played for for the first time in 1922.

Much to the regret of our girls, the intercompany matches with the General Electric Company Woman's Club for the second leg on the challenge cup offered by them last year were not played this season, as the Schenectady team was unable to arrange the trip to New York. By mutual agreement the matches have been postponed

until next year. The A. T. & T. Company girls won the first leg on the cup in 1920. Three victories out of five mean permanent possession of the trophy.

Kansas City Pins Fall

With the eighth week of bowling a fond memory we find our prophecy of last month fulfilled and the Long Lines team No. 2 leading the Telephone League. Not only do

we have the honors of the first position, but also the third. The following is the standing of the various teams to date.

Team		Lost	
Long Lines No. 2	. 19	5	792
S. W. B. No. 1	18	6	750
Long Lines No. 1	12	12	500
W. E. Manuals	11	13	450
W. E. Automatic	11	13	45 8
S. W. B. No. 2	9	15	375
K. C. T. Office	8	16	333
K. C. T. Plant	8	16	333

Greetings

Here's wishing a Jolly Christmas and a Right Hefty New Year from the Division 1 Cable Testers to all members of the Bell System.—A. W. S., Hartford, Conn.

Springfield's Challenge

The season's bowling activities are at hand and the boys comprising the Springfield aggregation enter the fray with a spirit of do or die. They will attempt to carry off the honors of a distinguished organization of bowlers representing as it does the best material obtainable among the several competing teams in the Empire bowling league.

Of course we of Springfield realize that we are up against the hardest kind of a proposition of this nature that has ever confronted us. Nevertheless, the boys are all imbued with the greatest enthusiasm, and if the two fundamental factors, determination and confidence, coupled with

ability are any criterion—well, fellow bowlers and brother workers, you will need to put forth your best efforts to down us.

We extend to all of our competitors hearty good wishes, and here's hoping the bowling tournament will prove a huge success. Let the best team win.

Coming

"Those Questionnaire Answers" and a number of other right good articles and stories.



An important feature of that St. Louis hike. J. J. Pilliod, New York and—we think, but for perfectly obvious reasons can't swear to it—C. W. Gebhard, Kansas City, roasting the frankfurters.



Just how far, ask the St. Louis Traffic girls, would you walk for a hot dog?

Hiking at St. Louis

If you'll walk a mile for a camel, how far will you walk for a hot dog? Or, why go to Rome and roam with the Romans when you can come to St. Louis and hike with the Traffic force?

The girls of Association Branch 13 have planned to hike every Sunday, if the weather permits. It requires a sturdy constitution, a good pair of kicks and a Sunday morning alarm clock, but so far there have been no casualties. All the hikes have been enjoyed, but the hike on October 23 was a particularly notable one, due to the presence of the distinguished visitors who were here to attend the Pioneer's Convention and Bell loud speaker demonstration.

Among those who responded to reveille that morning were J. L. R. Van Meter, J. J. Pilliod and T. G. Miller, of New York; C. W. Gebhard, of Kansas City; W. E. Bell, of Chicago, and the presidents of the various Association Branches of Division 5.

The crowd tramped about eight miles to an ideal spot on the shores of Creve Couer Lake, where they held court to decide life's momentous question, "When do we eat?" The jury eagerly returned the verdict, "NOW!"

Mr. Van Meter proved himself as efficient a manager of picnics as of Traffic. Overlapping operations were demonstrated satisfactorily by Mr. Hosford chopping wood to feed the camp fire, while Mr. Pilliod roasted frankfurters. Mr. Van Meter succeeded in serving the beans without spilling a one. Mr. Miller tried to catch a fish but the fish was from Missouri and he couldn't show it any new angle on bait. Mr. Bell officiated as chief pastry chef and cut sticks on which to toast marshmallows. Mr. Gebhard slung a wicked coffee pot, and cast a fearful eye now and then on the spuds roasting in the coals.

After dinner a tree-to-barn race was staged. Julia Lehnerts won and received a handsome frankfurter. The return trip was made in a motor boat, and the whole gang trooped to Forest Park to hear the Bell loud speaker. If you have any prospects of visiting St. Louis plan to come over the week end and hike with us.—C. B.

Commercial Headquarters in Costume

The Commercial Department, New York, held a masquerade dance at the Telephone Club that was conceded to be the most elaborate event this department has ever undertaken.

The first prize for the most handsome costume was awarded to Miss Anna Vogel, garbed as Marie Antoinette, and second prize to Miss Dorothy Gulich, representing a music staff. Miss Jessie Innes wore the most original costume.

OUR OWN WHO'S WHO

With J. E. Gregory, of Nashville, Tenn., as the Victim Exposed to Public Gaze



"Still a young man, he has a continuous service record of 22 years."

RADITION has it that in the medieval days of telephone history a modest youth of sixteen summers gently opened the door to the sanctum of the Nashville Assistant Wire Chief and inquired if his majesty needed any "men." F. G. Miller, the incumbent, replied that he did and would be obliged if the young man would send him one. After a manful struggle against the impulse to retreat, the youth replied: "That's me!" Whereupon he was told to put on a pair of long pants and return.

Thus opens the first chapter of the career of John E. Gregory, District Plant Superintendent, District 35, Nashville, Tenn.

Entering the service as ticket operator at Nashville in November, 1899; serving as Manager at Memphis, 1901; with the Cumberland Company, New Orleans, 1902–1904, developing their leased wire service; Testboard Man, St. Louis, 1904; Wire Chief, Kansas City, 1905–1908; District Plant Chief, Kansas City, 1908; District Plant Chief, Nashville, 1909 to date (title recently changed to District Plant Superintendent), Mr. Gregory has built up a service record to be proud of. Still a young man (only 38), he has a continuous service record of 22 years. Few men in the service have a more intimate knowledge and appreciation of the rapid progress of the Company than does the subject of this "Whoozoo."

At the time he entered the service the hours were from about 4 a. m. till the work was completed, which was usually in

time for the line-up (last street cars). "Many a time," states Mr. Gregory, "I was accosted in the mornings with the request for a pint or quart, under the impression that I was the milkman. Also, I firmly believe that the reason I am no larger, is because I had no time to eat, for 3.30 a. m. was too early for breakfast and I seldom had time for lunch; so dinner, when I could get it, was not only a pleasure but a necessity."

During 1904 the World's Fair was held in St. Louis. "This accounts for my presence there," Mr. Gregory confides. "In 1905 I went over to Kansas City as Wire Chief. This promotion was due more to Mr. Spohr's ability as a talker than to my own qualifications. Here I remained as Wire Chief until the re-organization in 1908, when I was appointed District Plant Chief. Here I supervised the opening of the Kansas City-Denver Line, 752 miles in length."

In 1909 W. J. Hoar, Division Superintendent of Plant, Atlanta, brought Mr. Gregory to Nashville, where he has remained since, administering the Company's affairs in an efficient manner. His is a uniform disposition—always smiling, always genial, and ever loyal and energetic. The Company got him young, when his mind was most susceptible to influence, and may it redound to the credit of his associates and superiors of the early days that their influence was conducive to the characteristics now predominant in his nature.

H. W. Kinney Retires

A FTER 33 years of faithful and continuous service, Harry W. Kinney, Repeater Attendant, Lynchburg, Va., was pensioned on November 1, and has retired to his country home near Appomattox, Va.

During his 15 years in the Lynchburg office, Mr. Kinney made many friends and due to his sterling qualities and devotion to duty he was held in high esteem by all with whom he came in contact. In token of their high regard, his fellow employees presented him with a purse of gold.

Mr. Kinney was especially active in the formation of the Association of Employees, being a member of the Executive Committee of the first District Board 22, and in appreciation of this fact a resolution of esteem and good wishes was adopted and presented him by the second District Board 22 at its regular quarterly session held in Baltimore.

Wanted a Prophet

At the advance demonstration of the Bell loud speaker at Madison Square Garden, in preparation for the Armistice Day ceremonies, Washington was heard calling through the projectors:

"If some-



H. W. Kinney, Lynchburg, Va., who has retired after 33 years of service.

"If somebody there in New York will ask a question, I will hear it through the apparatus and will try to answer it."

Apparently all in New York were too diffident to make the trial. After a minute Washington called again.

"Did you understand me? Someone just ask a question and I'll hear it and answer."

Still nobody in the gathering took the initiative. Just then one of the Garden employees appeared in the topmost gallery.

"Say, who in thunder turned on that light?" he bellowed; but Washington failed to reply.

Shifts in the Line-Up

Traffic

Clara Barth, Operator, New York, to Operating Room Observer.

Helen J. Murray, Operator, New York, to Operating Room Observer.

Anna Williams, Operator, New York, to Operating Room Observer.

Lena Mccoy, Operating Room Observer, New York, to Instructor.



Disbro S. Gregg, of Birmingham, Ala., completed 30 years of service with the Bell System on November 1.

Florence Malstrom, Supervisor, New York, to Assistant Instructor.

Annie V. Gledhill, Assistant Traffic Chief, Philadelphia, to Chief Instructor.

H. B. Tatro, Traffic Supervising Assistant, Philadelphia, to Assistant Traffic Chief.

Helen M. Megirr, Clerk in Division Office, Philadelphia, to Assistant Chief Operator.

Florence M. Bitner, Chief Instructor, Philadelphia, to Division Instructor.

Bessie Burns, Service Observer, Philadelphia, to Service Observing Supervisor.

Terry V. Hettrick, Supervisor, Milwaukee, to Instructor.

Eleanore V. Soderburg, Operator, Mil-

waukee, to Supervisor.

Lillian F. Merkle, Instructor, Chicago, to Division Instructor. Grace B. Hisey, Senior Operator, Chicago, to Supervisor. Charlotte M. McCarthy, Operator, Chicago, to Supervisor. Vera Meyer, Instructor, Chicago, to Assistant Chief Operator. Tillie H. Sandberg, Supervisor, Chicago, to Assistant Chief Operator.

"I Wanta Go Back"

N a gray autumn Saturday, six of the Chicago District Traffic office bunch started around the lake to Michigan. Long's Dodge made the trip without a whimper, and the objective was reached late in the afternoon.

This objective was the home of Mr. Stromer, in the wilds of southwestern Michigan, just between the lake and the Pere Marquette. On the arrival of the boys, a little brown jug was produced and cider was served; in fact, cider was served frequently for two full days. Chicken fried, chicken fricassee, and all sorts of other good things were present in large quantities.

About midnight, lots of feather beds were ready for the weary travelers, and the crowd would have enjoyed a good sleep, but for the vaudeville which Bell and Blanchard insisted on giving at fifteen minute intervals. The grande finale of the entertainment was the rendition of Fred Stone's "I Don't Belong on a Farm."

Sunday morning, kicking up the farm, the gang found a set of boxing gloves in the barn and a couple of the crowd took advantage of the chance to even up scores with their bosses for a few razzings. After dinner, the boys started home with a five-gallon jug of that same cider and all the watermelons that could be crowded on board. There were no fatalities—but the jug isn't quite empty yet. Considering the fact that pitchforks and other deadly weapons were left behind, however, there isn't much cause for worry.



A bit of the vaudeville put on by the Chicago bunch at Stromer's farm.

Chicago Hears Mr. Stevenson

Director F. A. Stevenson addressed the officers of the Association Branch 33 at a luncheon given in the Bell Forum.

Mr. Stevenson first related how the idea of the Association was conceived. He

outlined how, with the proper relationship between Association and management, both would reap great benefits, and how failure to adhere to the right relationship would mean disappointment all around.

Mrs. Nora Smart, President of the Association, gave a short talk regarding the progress of



Mrs. Nora Smart, Pres., Branch 33, Chicago.

Branch 33, and called on the different officers for a reviewof the work in their departments.

Upon request, Mr. Stevenson explained fully what is meant by the term "Bell System policy." If there had been a doubt in anyone's mind as to the permanency of the Association, that doubt was dispelled.

—С. Н. М.

Please

Two things to remember, please: Every contribution to Long Lines should be signed, not only with the writer's name, but with his or her department and location. The tenth of the month is our closing date, but it is extremely desirable to have items and articles at hand a little earlier—particularly if they are accompanied by pictures.

Western farmers now measure by telephone the amount of water flowing into irrigation ditches several miles away.

Our Part in K. C. Convention

ANSAS CITY, the "Heart of America," established a record for hospitality that will never be forgotten by the 100,000 American Legion men who attended the third annual convention of the organization in that city. During the three days of the convention and those immediately before and after it there was no service too large or too small for the city to perform if it would in any way assist the veterans.

The only possible thing that might have added to the success of the mighty reunion would have been the presence of the Bell loud speaker. With crowds of over 100,000 persons attending every public appearance of the distinguished guests—Marshal Foch, General Diaz, Lieutenant-General

Advertising Pays

HANDBILLS bearing the inscription "12th" in characters almost six inches high were distributed to announce the Long Lines Engineering, 195 Broadway, New York, dance. On the numerals themselves was printed this advertisement.

"I.—The children are too young to leave alone. II.—I cannot dance. III.—My wife does not dance. IV.—Best girl is going to Albany. V.—Feminine equivalent of IV. VI.—We'll miss the last train. VII.—Will be away on vacation. VIII.—Meeting of the So and So's that night. IX.—Previous engagement. X.—Do not care to go. XI.—Financially embarrassed this week. XII.—Etc.

"We take great pleasure in announcing



A striking feature of the American Legion parade in Kansas City.

Jacques, General Pershing, Admiral Beatty and Commander J. G. Emery—a comparative few were able to actually hear the messages.

The convention lasted three days and at the third day's end, the Bell System was congratulated for the way in which it solved the problems brought up by the sudden increase of the city's population, and for its co-operation with the city and the legionnaires in making this the greatest convention ever held in Kansas City.

an affair that will not call forth any of the above excuses. The Long Lines Engineering Department will hold a Saturday afternoon dance in Room 330, on November 12th, at 1:45 p.m. Even if you do not dance, drop in and get acquainted. The Long Lines orchestra will furnish a program that will be well worth listening to.

"Admission: 1 Person, 2 Kronen; 2 People, 4 Hrevna; 1 Crowd, 6 Rubles; 2 Crowds, 8 Marks; Average, \$.000127, payable June 30, 1927."

CHUCK R'ARS TO GO

So When Mr. 'Gator Comes, He Starts to Swim Home. An Alligator Hunt Described by a Southern Correspondent

EAR JIM:—In your letter you state Chuck had returned home and told you about our alligator hunt. You want to know more about it. I don't want to give away a secret, but I will tell you provided you promise to paste this in your hatband and keep quiet.



He could whip his weight in wild cats.

Chuck arrived here Sunday a. m. I later took him over to the store where the bunch hangs out and introduced him to the boys.

We had been out after 'gators the previous Saturday night and had pretty good luck. Chuck listened to the discussion awhile and as usual started in to make the bunch believe that he had Buffalo Bill backed off the boards when it came to a question of nerve. From the way he talked you would think that he was a cross between a hurricane and a barb-wire fence and that he could whip his weight in wild cats.

When we got home he wanted to go out after 'gators right now, but I told him to wait until Monday night, which he agreed to do.

Monday we loaded the boat and started up the lake to a bay about four miles away where we knew a large 'gator stayed. When we got in the bay I lighted a bicycle lamp and fastened it on my head. We then paddled on a little way, when I saw the 'gator's eyes shining like two coals of fire and I told Chuck to look, which he did.

I cautioned him to keep quiet, but for some reason he made a racket and the 'gator went under. I asked him how come he made the noise and he said he wanted to get back with Ab, where he could see the 'gator better.

After we got Chuck back on his seat in the middle of the boat we paddled out into the lake and were just rounding Air Castle Point when I saw another 'gator. We all got set and paddled up to about six feet of him, when I turned loose a load of buckshot on his head. He turned over and I pulled him into the boat. He was a lake 'gator, about five feet long, and fat.

I called to Chuck to get the axe and cut the 'gator's tail near the body; because it does most of the damage with its tail. Chuck said never a word and I thought he was hunting for the axe; but the next thing I heard was a splash and when I looked around my light fell upon Chuck in the water.

Ab threw the axe to me and I struck at the 'gator, cutting the middle seat almost in two instead of the 'gator's tail. The 'gator quieted down and I got Chuck back in the boat.

The water cooled him off and the first thing I knew he had the gun. I cautioned him to be careful, but he said he knew as



The 'gator looked bigger than the boat.

much about a gun as anyone; and then let go the other barrel. As a result we had a hole through the boat.

The 'gator woke up and flopped over. I managed to get another cut at him and succeeded in breaking his back. It took Ab all his time to keep the boat straight.

I turned to Chuck and asked him what we would do, for we were about six miles from the dock with a leaky boat.

DECEMBER, 1921 ONG INES

He said: "I think we had better pray." What I said about praying would be censored. I told him to cover the hole in the boat first and then do as he pleased. He covered the hole and Ab and I paddled

to the dock. When we landed Chuck made the first hundred yards toward home in a less than nothing.

That night I asked Chuck how he came to get in the lake and he



Chuck said he knew all about a gun.

said the way things looked to him the 'gator was bigger than the boat and that he did not think there was room enough in the boat for him and it.

I think he found walking rather damp,

but not very crowded after he got out. Chuck m u s t h a v e thought he was out on a shallow river instead of a lake; sometimes a person does get confused.—Yours, Amos Keeter.

SALESMAN OR ORDER-TAKER?

By Elmer E. Marx, St. Louis Traffic

RE you selling the subscriber a completed call, or is he selling you a cancelled call? Every call completed is comparable to a salesman completing or making a sale. Some calls are easy to put up. They compare with the easy sales made by a salesman who acts merely as an order taker. He calls on Bill Jones every week, takes his order, shakes hands, slaps him on the back, and leaves believing he is doing his duty because he received the weekly order.

The majority of the calls filed are completed with little or no difficulty. Anyone familiar with operating can complete these calls. But the calls which are "stickers" determine whether the operator is a salesman or merely an order-taker.

Expert salesmen say that the sale should be made and the name signed on the dotted line at the psychological moment. The psychological moment to sell Mr. Jones his completed call is before 5 p. m., before he leaves the office. You may have received an indefinite report from the called party and you give the report without the least bit of encouragement to Mr. Jones that you can complete the call. Mr. Jones is willing to give you another chance and tells you to try to get the party before 5 p. m.

Here is your chance to show that you are a salesman, not an order-taker. Just make up your mind you will complete that call. Get definite reports and talk convincingly

to the calling party. Results will inevitably follow.

An order-taker merely takes the order from the customer. If he cannot sell the first time, he hesitates to call again. The sales manager knows better however, and he sends another salesman to visit the prospect who would not buy. Perhaps this salesman cannot sell him either. Another is sent out and he too may be unsuccessful. Finally, the sales manager goes out, makes the right approach, and strikes the prospect at the psychological moment, thus making the sale. The sales manager is a salesman, the others merely order-takers.

This analogy can be applied to completing a call. An operator tries to complete a call early in the day, but gets an indefinite report. While she is out on relief, the relief operator is told to complete the call and she, too, fails in the attempt.

Later on, while the supervisor is taking her sitting relief, she tries to complete the call. She knows from past experience that the calling party wants his call completed at a certain time and that if the called party is not there, the calling party is willing to talk to the assistant. She uses her telephone salesmanship to make the sale of a completed call. With the right approach and striking at the psychological moment, she completes it. The operator wonders how she does it. The only difference is one is an order-taker, the other a salesman.



The Southwestern Company, using this demonstration board. showed the Pioneers how they reach the public who never visit telephone central offices.

HERE are two important qualifications for membership," he said. "In the first section, any man or woman who has had twenty-one years' service in the telephone industry, and who at the time of making the application is actually in the service, is eligible. In order that there may be no person excluded by that provision and who is otherwise distinctly qualified for membership, we have added that any person, regardless of the time of service or length of service, regardless also of whether they are now in the service of any company or not, may be elected to membership upon the unanimous approval of the executive committee. That leaves the door wide open for anyone who, in the opinion of the executive committee, has rendered special service beneficial to the industry.

Other important provisions in the new constitution are as follows:

The officers include a president, senior vice-president and three other vice-presidents, a secretary and treasurer and an executive committee to consist of the president, the vice-presidents, and five other members.

Provision is made for an annual general assembly, to be formed of delegates from the chapters. The meeting of the assembly would probably be held the night preceding the convention. Mr. Hall later explained that while any member who chooses could of course attend the general convention, only the designated delegates would attend the assembly meeting, the purpose being to have all members of the Pioneers everywhere equally represented at this gathering.

Ten Years Old

(Continued from page 9)

Following out the stipulation of Mr. Thayer when he was elected president last year, that he should serve only one year, the new

constitution provides that a new president shall be elected each year. This provision does not apply to other officers.

The executive committee may call a meeting of the general assembly whenever they decide there is sufficient business to justify such a meeting.

Article IX of the new constitution provides that a chapter of the Association may be established in any state, territory, province, city or locality upon application to and approval by the executive committee. Mr. Hall, discussing this provision, said: "We discussed at length what arrangements could be made for these chapters, and we finally decided that the last people in the world to undertake to decide that, should be a special by-law committee sitting as we were in New York City. We think that the people in the field know the kind of chapters they want, the size of the territory they want to include in their chapters and whatever other limitations they may want. It is easy to see that in some places it may be desirable to have a state organization. It is equally clear that in some cities the Pioneers may wish to have a city organization and it is entirely possible that in some companies they may wish to have an association or a chapter covering the territory of that company, whatever it may be. We have not undertaken to limit that in any respect, but are leaving it to be worked out after these by-laws have been acted upon."

Dues in the past were \$5 the first year and \$2 each year thereafter. The new constitution changes them to \$3 the first year and \$2 a year thereafter. Under the new plan, also, one-half of

the dues will be returned to the local chapter, and one-half will be retained by the national association.

The new constitution and by-laws were immediately adopted by the convention, and W. J. Maiden, corresponding secretary for the Illinois Pioneers, announced the hopes of his associates to establish chapter No. 1 under the new plan.

For the first time in the history of the Pioneers, a nominating committee reported on a man as a candidate for president who was not president of the American Telephone and Telegraph Company. This committee reported the following nominees, who were unanimously elected:

who were unanimously elected:
President, Colonel J. J. Carty, for many years chief engineer for the American Telephone and Telegraph Company, prominent in the signal corps of the United States army at home and abroad during the war, and now vice-president of the A. T. & T. Co. in charge of development and research.

Senior vice-president: Frederic A. Stevenson, who entered the Long Lines department of the American Telephone and Telegraph Company in 1893, who has always served in that department and is now its chief executive.

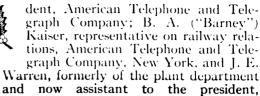
Three vice-presidents: Bayard L. Kilgour, president and general manager of the Cincinnati and Suburban Bell Telephone Company, whose father before him was a telephone pioneer; C. H. Rottger, president of the Indiana Bell Telephone Company, who started as a night operator in 1883, at Jacksonville, Ill., became local manager in 1884. and steadily climbed the ladder.

1884, and steadily climbed the ladder, and J. J. Robinson, general superintendent of plant, Southwestern Bell Company, who first got a job in the cable department of the New York Company on June 7, 1899, became a splicer and later rose to executive positions in Detroit and St. Louis.

Their Haman All of the ladder, and steadily climbed the ladder, and J. J. Robinson, general superintendent of plant, Southwestern Bell Company on June 7, 1899, became a splicer and later rose to executive positions in Detroit and St. Louis.

The members of the executive committee,

also with service records that identify them as pioneers in the business, are as follows: T. P. Sylvan, vice-president, New York Telephone Company; John H. Passman, Western Electric Company, Chicago; Miss Mary T. Reuse, assistant to the vice-presi-



Southern Bell Company.

The Pioneers attended the Bell loud speaker demonstration in the huge municipal amphitheater in Forest Park in the afternoon following the business meeting. A miniature telephone line led the way through the park to the immense amphi-There, beneath the quiet sun of theater. a delightful autumn day, the Pioneers sat in a reserved section of seats, surrounded by more than 8000 St. Louisans who had responded to a general invitation, and listened to the demonstration. Notables spoke, women and children sang, an alarm clock ticked and a phonograph played through it. Golfers playing on adjacent links heard the voices, deserted their game and came to listen.

E. D. Nims, president of the Southwestern Bell, through the loud speaker welcomed the visitors in behalf of the Southwestern Company. Hiram W. Lloyd, Lieutenant-governor of Missouri, in welcoming the Pioneers said that St. Louis is far enough south to have the traditional southern hospitality; far enough north to boast the perseverance of the northerner; far enough west to have the robust energy of the plains, and far enough east to be thoroughly modern. Mayor Henry W. Kiel, of St. Louis, in a brief welcome, said,

"the loud speaker will revolutionize public speaking and entertainment."

President Ben S. Read, of the Mountain States Company and formerly a St. Louis man, responded for the Pioneers. President Thayer, the next speaker, pointed to the loud speaker as standing for another problem overcome in

the expedition of telephone pioneers.

Colonel J. J. Carty, new president of the Pioneers, told of the growth in the number of Pioneers from Alexander Graham Bell and Thomas Watson, the first two Pioneers, to the present organization.

Their Hats Are Off

All of the Pioneers who attended the 1921 convention are enthusiastic in praise and gratitude to the St. Louis hosts who so well and thoughtfully entertained them.



St. Louis Entertains Officials

TO a man, the gang was all here when the St. Louis branches of the Association gave a banquet at the Statler Hotel in honor of Director Stevenson. He came to St. Louis with J. L. R. Van Meter and several others primarily to attend the Pioneers' Convention and the Bell loud speaker demonstration, but the Association people borrowed that stone to kill a bird for themselves.

It was in truth a gathering of the clans and the guest list contained more names of important people than appear on the dotted line of the Declaration of Independence. A check on the attendance showed a satisfactory per cent. of invitations completed and a "report" speech collected from Colonel J. J. Carty, who was unable to stay for the dinner because of a previous engagement to be the guest of honor at the Raquet Club.

As the waiters made their final rounds, Toastmaster Van Benthuysen transferrd his attention from his plate to the list of speakers. It was what you might call the zero hour, and the tense expression on the faces of several proclaimed to the world that they were among those scheduled to go over the top. Briggs, you haven't even touched on Life's Darkest Moment; it's—

When the table's cleared f'r action, An' the coffee's served t' each, Some poor guy is gettin' nervous, 'Cause he's got t' make a speech.

He glances at the note book That he's parked beside his plate, Then he takes a drink o' water And he tries to concentrate.

His brain is all a' whirlin' And for thirty cents, he'd balk. Gosh! It get's his goat t' have t' make An After Dinner Talk.

Each speaker was allowed three minutes. Mr. Stevenson was up to bat twice and knocked a home run each time. A novel and interesting effect was produced during his second speech when the men threw up a smoke screen and he went into total eclipse.

Mr. Van Meter established himself as a dictator in styles of after-dinner stories by starting off with a negro joke. Every speaker after him followed suit so faithfully that the banquet almost sounded like a minstrel show.

The affair wound up with a cafeteria finish. We left the furniture and silverware in good condition, but Old Dutch Cleanser herself couldn't have found a cake or a piece of candy, let alone a stray flower or so on the tables after we filed out.

N. Y. Traffic Dances

Branch 97, New York District Traffic, gave an autumn dance in the rest and dining rooms of 24 Walker Street. The largest crowd of any of the affairs held at Walker Street—and there have been many in the last year or two—attended. About 1,200 were present.

The rooms were artistically decorated with real autumn leaves strung from pillar to pillar, forming an arbor. Then there were real corn stalks and real pumpkins, and Hallowe'en festoons

One of the features of the evening was the appearance of a mysterious couple who came into the room, danced around and disappeared. To the first one who recognized them a prize was awarded. The couple were Anna McCoy, dressed in male attire, and Joseph Conroy of the Plant Department, attired as a girl.

Preceding their appearance there was the usual chase for prizes held by unknown onlookers. The question to be asked was, "Are you the mysterious couple?" An affirmative reply brought forth a dollar bill to the questioner. Another feature was the parading around of a live witch.



When the St. Louis Branches entertained. Left to right we have: Mr. Miller, Mr. Bell, the Operators, Mr. Pilliod, Mr. Stevenson, Mr. Van Meter, Mr. Quermann, Mr. Brenner and Mr. Behr.

100 Per Cent. Increase

From Nashville comes the story of an early experience of the district inspector for that district.

For several months he had been assigned to the job of driving an installation wagon drawn by an old horse. Becoming weary of this uneventful career, he mentioned the matter of promotion to his chief. The

latter promised to give it careful consideration.

A few days later the aspirant was summoned by the boss and informed that promotion was at hand:

"I have arranged, effective tomorrow, give you two horses to drive."

"Woodman, Spare That Pole"

(A playlet from real lise)

Time: Present. Place: Somewhere New Jersey. Back drop shows landscape of red mud, scrub pines and other characteristic scenery. In foreground, a telephone pole, marked "A. T. & T. Co., with two small

boys industriously trying to cut it down with a cross-cut saw. Squeaking of saw mingles harmoniously with buzzing of East Orange orioles.

Enter Long Lines Engineering girl, r. u. e. L.L.E. GIRL (horrified). Mercy! Don't do that. Do you know what happens to little boys who cut down telephone poles?

SMALL BOYS (together): No'm; what? L.L.E. GIRL: Why, they get arrested. They certainly do. You'd better run home right away now, or a policeman'll come along and get you!

Small boys drop saw and exit, double time, crying: Not me, lady— not me.

Paris directories still list the name of Bolo Pacha, who was executed as a traitor in 1918, but we doubt if he could be reached even by our efficient operators.



It Was Cold!

HE wind was blowing hard. Lineman Jones, up on top of a pole on the Denver line, had just

finished clearing a case of trouble. Calling Kansas City, he said: "Testboard, please—but wait a minute. What's the per cent. completed?"

A few years ago the expression "per cent. completed" meant nothing in the life of a trouble shooter. But today, from the Division Plant Superintendent down, the query cited above is a common expression of greeting

During the past year this percentage has steadily grown until the figure for September reached 88.6. Figures such as these tend to back up the statement that we are still on the map!

These results cannot be and are not ascribed to any one person, but are brought about by the active co-operation of every individual in the Traffic and Plant Departments and in the Associated Company's organization as well.

RAY VAN BENTHUYSEN, St. Louis Plant

The Present is the living sumtotal of whole Past.

—Carlyle.

So many instances of employing the telephone for unusual purposes have come to our notice lately that we

feel impelled to list a few of them:

Representative of a New York client bought the plant of the Detroit Times over the telephone, completing the banking arrangements and negotiations of purchase entirely over the wire.

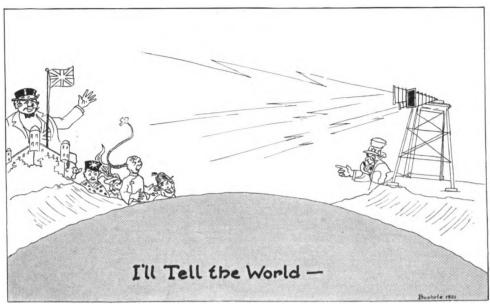
Contractor ill in bed in Los Angeles supervised building of hotel in Havana, Cuba, by long distance telephone.

Piano tuner in Wabash, Ind.,

tuned a piano in South Bend by listening over the telephone to the notes struck and then telling the customer how to change the tension to correct error.

Telephonic instrument has been invented for use on fishing boats to detect the presence of a large fish or schools of small fish in the water.

Judge hears testimony and then imposes sentence, by telephone.



A prophecy as to one of our forthcoming loud speaker demonstrations is ventured by R. J. Buehrle, St. Louis.

Flattery

Another Man, this Time "Slim" Dusenberry, of Atlanta, Cribs Our Personal Style—and Makes a Good Job of it, too.

Back on job after hectic three weeks in Big Town. Had to return. Banks got careless and stamped our checks N. F.

Man's place is in office. No merry jest. Got to get busy on collections. Patrons feel same way about bills that we do.

Made E. J. C. work overtime last night. Telling us gossip and yarns we'd missed due to vacash. Wonder where he gets them.

Our observation is that old fashioned girl is as obsolete as family prayers.

Messrs. Fales and Sneath must be getting ready to unleash a fishy fish story. Anyway they are giving us proof first.

Heard woman in street car here say, "They always wear fur coats in N. Y. Only have few weeks of summer. They go to seashore then and it's just freezing cold there too."

Operator just said, "Ringing your party." Didn't like the party much ourselves so we said, "Give him wring for us."

Chap dropped in to tell us Noah was most successful promoter ever lived. We bit. Answer was he floated company when entire world was in liquidation.

Suppose the Boss will print colyum all our own? Let's try him out. He advises, "hit the ball—and follow through." Good dope. We got the stance and swing. Now to follow through.—Slim.

Hard Winter Coming

The goosebone prophet and his colleagues are telling about the kind of winter we're going to get. They talk about heavy snows and extremely low temperatures. The goosebone is dark blue, they say; the muskrat is building high and the hornets and yellow jackets are adding an extra wall to their nests and hanging them above the reach of the highest snow drifts. Indians say that animal pelts are heavier than usual. Wild geese recently killed have unusually thick breast bones, and farmers report corn husks to be very heavy.

Which is culled from the literature of a coal dealer who numbers a coalless telephone man among his clients.

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AMERICAN TELEPHONE AND TELEGRAPH COMPANY

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C. H. FULLER General Commercial Representative

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W. E. Bell Division Commercial Supt., Chicago

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Works of the Western Electric Company; the manufacturing department of the Bell System

Economical Equipment

FORTY years ago the management of the Bell Telephone System organized for a supply of the apparatus which it foresaw would be required in the development of its new industry—telephone service.

The telephone in some countries is the luxury of the rich, but in America it is used by practically all the people. This universal service is due in large measure to foresight in engineering and manufacture.

Switchboards with millions of parts, other apparatus of highest efficiency, and all necessarily of complex and intricate design, cables and wires and a multitude of technical devices enable our country to lead the world in telephone service.

All this telephone equipment is made in a factory which is recognized throughout the world as having the largest production and the highest standards of workmanship and efficiency.

This factory, controlled through stock ownership by the American Telephone and Telegraph Company, has been for forty years the manufacturing department of the Bell System; with the result that the associated companies secure equipment of the highest development, made of the best materials, produced in accordance with the requirements of the public, and with the certainty of moderate costs.

Economy in the Bell System begins with the manufacture of equipment.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service

IONG INES

JANUARY 1022 NUMBER

Digitized by



"After animating a fillum for the movies," says Forbell, "your Long Lines seem short."

The Story in the Picture

ARTIST FORBELL has it right, we think. Time, personified in our cover illustration by the youthful but highly sophisticated - looking figure of 1922, holds the reins over all of us.

Note the artist's active foreground; how he lines up construction men, cable gangs, repairmen, linemen, accountants, engineers, indoor workers—and in a special, centrally located niche, the operator. Note the background, suggestive of the wide-stretching field in which we operate.

And then—if it hasn't already struck you as an outstanding, true-to-life touch—note the zest with which the little boss is yanking back into line the two members who apparently had a notion that 1922 was to be one grand round of play.

IONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO. 7

T. T. COOK, EDITOR

JANUARY, 1922

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

A STATE OF MIND

"Let's make it a matter of habit—a thing done spontaneously, out of the right state of mind toward our jobs."

ES; that sentence appears elsewhere in this issue. You'll find it in Mr. Van Meter's article, "Teaming Up," a sensible, clean hitting talk that should prove as helpful to Long Lines people generally as it undoubtedly will to those who happen to be in the Traffic Department.

Mr. Van Meter is speaking of teaming up, pulling together, playing into the other fellow's hand. If we mistake not, he is thinking of a remark made in a conference held in Philadelphia the other day, when the operating head of the Bell Company of Pennsylvania said: "You can't standardize co-operation, gentlemen; it's mostly a state of mind."

That's about what it is. The world is still talking of that most spectacular co-operative feat of 1921—the Armistice Day ceremonies—and yet, isn't it true that the same fine brand of teamwork that put through that achievement is the brand that we use in every one of the millions of ticketed accomplishments we handle in a year?

Imagine how many of our daily modern miracles would fail of accomplishment if most of our family, most of the time, hadn't the right idea about their jobs. Think how much it would mean if all of us could achieve, in 1922, the state of mind that produces good team play; not just when someone points out a chance for it, but habitually, spontaneously—all the time.



Mr. Van Meter snapped in City Hall Park, New York.

N my travels around the Long Lines system during the last three or four months I have been on the lookout primarily for ideas which might help us to do a still better job. But while spending most of the hours of each day observing the work of our operators, there has arisen out of the mass of operating detail the realization that what I saw going on at the switchboard positions was really the building of the character of our Company.

TEAM, ING UP

By J. R. L. Van Meter, General Traffic Manager

Too much of the time, I fear, many of us look upon this-the biggest public service corporation in the world—as a mysterious, soulless something to which we bear a sort of detached relationship. In fact it is nothing of the sort; it is just ourselves-you, I and all of us, working side by side. Its character is a composite of the spirit which you and I choose to put into each act we perform and each word we utter in the course of our day-to-day work. And there never has been a time when it was more important that our company character be kept beyond reproach.

Each one of us is vitally concerned in the matter of creating and maintaining a favorable public opinion of our Company—in keeping our Company character good. But let us not strive for such an opinion solely for selfish reasons; let us try to do the best job of which we are capable primarily for the sake of doing things right and for the sheer joy of accomplishment. If we tackle, and keep on tackling, the job in this spirit we need have no fear of the outcome.

Each one of us must team up with each individual member of the public with whom we come in contact; we must team up with the stockholders, the owners of our company; and we must team up with each other, whole-heartedly and intelligently and let's make it a matter of habit—a thing done spontaneously, out of the right state of mind toward our jobs.

Our business is peculiar in that the customer himself takes part in the processes of turning out our finished product.

In our dealings with him, we in the Long Lines Traffic Department have upward of 150,000,000 chances each year to make character—or break it. It is up to us to capitalize each one of these opportunities, to receive the patron courteously whenever he files a call with us, to address him by name whenever we can, to keep him advised of the progress of his call toward completion, to convey the impression of interest and, in fact, to be interested in what he wants us to do for him.

Above all else, it is up to us to complete every call that is completable with reasonable effort and reasonable use of facilities, and to be fair and honest in our treatment of the customer in every relation that grows out of this transaction.

We want him to feel that of all the companies he does business with, ours is the best. We want him to feel that whenever he comes in contact with us, he's doing business with interested human beings, an organized bunch of "go-getters."

*** ***

In this connection, I was impressed recently by the efforts of one of our supervisors to break down a feeling of rabid antagonism which had apparently developed on the part of a customer who had filed a call from a coin-box in a hotel and had been asked to deposit a report charge.

I overheard one side of the conversation, from which it was evident that the party at the other end was in a belligerent frame of mind and not at all disposed to listen to the explanation which the supervisor was trying to make as to the reasons for the charge. The conversation was brought abruptly to an end by the patron refusing to pay and banging up the telephone, which I supposed closed the incident.

A few minutes later I heard the supervisor talking about this same report charge. My curiosity prompted me to ask what she had done about it. "Oh," she said, "I just called up the cashier at that hotel, explained to her the reasons why report charges were made, told her how difficult it sometimes is to explain things over the telephone, and asked her if she wouldn't explain to the patron. I thought a faceto-face explanation might get across."

"Well, did you get the report charge?"
"Oh, yes; the party said he hadn't understood at all, thanked the cashier for explaining the reasons to him, and said he never had understood about these

report charges. But I didn't care so much about the report charge; I didn't want him to leave thinking the Company was trying to put something over on him."

That's character-building.

As we go about our operating rooms, we want to hear from our recorders, "Thank you, Mr. Jones, the operator will call you," and from our line operators when they know whom they are talking to, "Mr. Jones, on your call to ——, etc." That personal note counts. It should be injected into our dealings wherever it can be naturally, but only then. To let it become unnatural or stilted is worse than not to use it at all.

We want to hear our operators taking pains to be accurate about numbers and names; we want them not only fully to appreciate all that this word accuracy means, but also to foresee all the damaging consequences of inaccuracy—in irritated, dissatisfied patrons, unnecessary work and nervous strain for ourselves, and wasteful use of the stockholders' valuable plant.

We want to hear on every side in our operating rooms evidence of initiative and thoroughness and resourcefulness in securing the person called or an alternate acceptable to the party calling, whether he be at the telephone specified, a different telephone, or in another city. This will please and satisfy the patron, make our jobs more interesting and put more fun into the game.

Now, with respect to teaming up with the stockholder: Our credit and provisions for the growth of the business depend upon our ability to pay to the stockholder in good times and bad, an adequate return on his savings with which he has purchased an interest in the business. To do this we must prudently provide only the right amount and the right kind of plant. We must see to it that the plant provided is kept in a state of maximum serviceability. Our plant brothers are doing this admirably, often in the face of difficult conditions and sometimes hardships which I am afraid we, in our comfortable operating rooms and offices, do not always fully appreciate. We must waste as little as possible of circuit time, our stock in trade, in performing the operating. We must earn every dollar of revenue we can by completing every call we can.

Here's a striking example of what can be done in that direction. At 2:20 p. m.

recently, a freight train jumped the track on a certain bridge, breaking all the Long Lines wires going into a certain office from the east. Plant told Traffic they hoped to have temporary repairs made by four o'clock. Immediately all the operators holding calls for eastern points called the subscribers and told them, not that "the circuits are out of order and your call will be delayed indefinitely," but exactly what had happened: that a train had gone off a bridge and carried with it all our wires to the east; that Plant was on the job and we hoped to have some circuits through by four o'clock. Would they be at their offices? If not, where? Or would they talk from their residences? The first circuit was not restored until 4:32 p. m., but that day the per cent completed was 91.1—a record breaker up to that time.

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The manner in which the whole crowd has teamed up with the stockholder during the period of retrenchment through which we have been passing, working with even finer spirit than when times were normal, has been one of the most inspiring things in my experience. In spite of a serious decrease in the number of calls filed during the year, the percentage of calls completed has been so improved that there has been no decrease in the messages completed.

Now, we can't team up effectively with the public nor with the stockholders unless we team up with each other. This is fundamental to our success as individuals and as a company. We must have cooperation, mutual understanding and sympathetic interest all along the line "from the president up to the messenger girl," as one of our superintendents aptly put it.

Every job must be clean cut, with definite responsibilities, definite authorities and strict accountability for results. We want particularly to have the job of the operator so set up as to develop her sense of responsibility and her pride in accomplishment. We want her to have a chance to feel, so far as it is practicable, that "this is my switchboard position; these are my circuits; these are my calls," and "these are my results."

We want to see each person in the operating forces trained in the fundamental principles and technique of the job and then given a chance to use his or her brains in meeting situations which never can, and never should, be covered by rule.

We want to see supervision carried on sensibly and effectively. We don't want those in supervisory jobs to do the work of those whom they are to supervise. We want supervisory people to be trainers, capable of showing their associates how the job should be done and then seeing that it is done that way.

We want every boss, high or low, to realize that those under him absorb much of his spirit and a great deal of his attitude toward the job. If he is a go-getter, the bunch under him is pretty likely to be composed of go-getters. If he's a quitter his crowd may not be, and probably will not be, but they need a new boss.

We want every boss to realize that his principal job is to get the obstacles out of the way, so that the rest of the bunch can have a chance to do a good job.

We want everybody, bosses and all the rest, but principally the bosses, to realize that the level of possible accomplishment in all offices is pretty much the same. Difficulties encountered in one place that do not exist at another only call for a little harder work. But they can be overcome—and that's our job.

And good fellowship. I don't know whether good fellowship is an outgrowth of team work or the other way around. Anyway, we want all of it that we can get.

The spirit-that-wins depends largely upon every member of the team liking the others, upon a desire for their common success and unselfish pleasure in the accomplishments of individual members of the team.

There has been for some time a friendly rivalry between two of our offices separated by nearly a thousand miles. One of them has of late pretty consistently beaten the other on the per cent of calls completed. The other day I saw a poster which the beaten office had placed on its own bulletin board, containing the picture of a bunch of flowers and a home-made verse to the effect that they handed the other office "a bouquet" and gloried in the good work which enabled them to nose out ahead that month.

"Friendly rivalry," as one of our district superintendents says, "is necessary to the success of all of us. Jealous rivalry does not fit into our game and would finally pull us all down."

This typifies the fine feeling of pride which should exist in the accomplishments

(Continued on page 38)

OFFICIAL BUSINESS

How the Printer Service Transmits Bell System Official Telegrams. By J. Dorler, N. Y. Plant

OW many of us watch the messenger carry away an official telegram to some distant point in our telephone-united states and then lean comfortably back in the old swivel chair and forget about it, satisfied that somehow, by some means, it will arrive safely at its destination, and that in a short time a reply will be in our hands. And how few of us ever stop to consider the method that is to accomplish this, or the people who are responsible for it.

This important work is done through the medium of the Long Lines printer service, established in 1916 as the result of years of study and experiment by A. T. and T. Company and Western Electric Company

engineers.

The first printer circuit connected New York and Chicago, having a speed of service of twenty-eight words a minute over a two channel (full duplex) circuit, and for a while handling an average of fifty messages a day.

As the rapidity of the printer for handling official business became better known, additional printer circuits were established from New York to Atlanta and to St. Louis and the volume of traffic handled over the lines grew rapidly. At the present time the average volume of official business transmitted to

and from New York over printer circuits has reached the figures of approximately 8,000,000 words or 128,000 messages per annum.

Several advantages led to the adoption of the printer over the former Morse method of transmitting official telegrams. In the first place, it released Morse operators for

other important work, for which they were urgently needed, and allowed the traffic to be handled by specially trained typists

who are called printer operators.

It effected a saving of time by placing the printer room in New York in the 195 Broadway building, which houses the Executive, General and Long Lines headquarters. A great many printer telegrams and letters are transmitted to and from these offices from division and district headquarters in Chicago, St. Louis and Atlanta, and in this way the necessity of relaying the messages through the New York testroom at 24 Walker Street is obviated.

Further, it permits the use of the printer equipment on a partially experimental basis for studies of results obtained from the use of the apparatus, handling of traffic and other purposes, all of which can be carried on in this way without interfering with service.

Let us follow for a moment the course of an official telegram as it leaves the stenographer and goes on its way to do its bit in the building up of a still greater Bell System.

Taken by a messenger to one of the printer rooms in New York, Chicago,

Atlanta or St. Louis, the filing time is stamped on the message for the purpose of recording the exact time it was delivered for transmission. The number of words in the message is counted and the message is then perforated in a strip of tape by the printer operator.

The tape is run through a portion of the printer apparatus called a



Miss Alice R. Kuehne, senior operator in the New York printer room.



A corner of the Chicago printer room, showing the standard set used for handling official business over our printer circuits—and Misses McGregor and Morley of the Chicago force.

transmitter, which takes the place of the key in the Morse system, and the message is then transmitted over the line and appears, word for word, on the printer at the receiving station in a form which permits of its immediate delivery without rewriting.

When a message is received over the printer circuit the operator stamps the time received on it, verifies the word count, reads the message through for detection of errors and then hands it to a messenger for delivery to the addressee.

As the speed of transmission over printer circuits is about thirty-five words per minute, and the length of the average telegram is about 60 words, it can readily be seen that the time elapsing between the filing of a message and its transmission to its destination is brief.

There are, of course, periods of the day when the printer circuits become congested with the volume of business on hand, just as in the case of telephone calls on Long Lines telephone circuits there are peak periods, when delays are unavoidable.

Messages are always sent in the order of their filing time, or "precedence," unless they are marked for special handling as is sometimes necessary during emergencies due to storms, for the restoration of service or for other very important reasons.

As the supervision of the printer circuits is an operating feature, the control is vested in the district offices, and the work is in charge of Chief Testboard Men J. C. Powers, New York, G. L. Salisbury, Chicago, F. C. Nitsche, St. Louis, and Chief Clerk O. D. Peet, Atlanta.

QUESTIONNAIRE ANSWERS

By H. E. Schreiber, Chairman of the Magazine Committee, Association of Employees

"Questionnaire: A series of questions for

formal answers." "Plebiscite: A vote taken.

of the entire male community by universal

suffrage on some special matter submitted."

ERE it not for the word "male" included in the definition of the word plebiscite, one would say: A plebiscite has been taken to establish the gen-

eral opinion of *Long Lines*. But, dear ladies, far be it from me to issue such a statement. Being of the nuptial state, my better half has long since instilled into my rational faculty that it is well not to overlook the important elements whether or not they be "femme seule" or "femme coverte."

Therefore, tactfully I say: A questionnaire has been submitted to establish the general opinion of *Long Lines*.

It is needless to describe the form of the questionnaire which was submitted by the Magazine Committee of the Association of Employees, but it may be of interest to cover briefly some of the interesting sidelights and the general run of answers.

The outstanding characteristic of the

filled-out questionnaires was the difference of opinion. It makes one shudder and say: "Alas! poor editor, your doom is nigh. Only a Hungarian diplomatist can survive."

Take the matter of the magazine's covers, for instance. There were a number of persons who concurred in the opinion of the man who wrote, "Cover designs are very fine." But just about the time you felt pretty sure that this was one feature of the publication that everybody thought worth continuing—blam!—you ran across an answer like this: "Very satisfactory magazine—with the exception of frontispieces."

Or consider the answers to the question as to what part the Association should take in the magazine. The majority of answers were in accord with the suggestion that the Association be allowed space for Association news. But they ran the whole gamut from



Where's the Boss?

A CTION was the Watchword in the Busy Office.

Telephone Bells rang like a Three Alarm Fire. Buzzers buzzed louder than a Morning-After Head. Typewriters resembled a Machine Gun Barrage when Jerry was Coming Over. Efficiency was as Evident as Boiled Cabbage in a Boarding House.

A Visitor entered this Incubator of Industry. He stood around but Nobody Came.

Nobody even Looked Up. All were so Wrapped Up in the Marathon of Method that they couldn't Give any Time to Trifles.

So after a While he Departed and Entered another Office.

Compared to the First, this seemed like a Plumber's Shop after Five p. m. Still, he noticed there was Enough Work to Go 'Round.

Before he could Observe Further, the Nearest Clerk came up and Asked if there was Anything he Could Do for Him. The Latter said, Yes, he wanted to See the Manager.

When he had Left, he had Placed the Record Order for the Year. Suggesting, one surmises, that a Premium of Politeness given away with Every Package of Your Goods is the Best Advertising.

"My opinion is that the WHOLE magazine should be for Association only," to "Yes, the Association should take part in the publication—but only that part which is interesting to everyone."

As to the magazine in its entirety, the preponderance of opinion was gratifyingly favorable. But even here there were shades of opinion and even a few rare instances in which the answerers obviously thought it should be easy to get out a much better publication.

The replies to the question asking for comments on the issues to date ranged all the way from, "Of all publications of this character, Long Lines is the best," down to "Issues so far creditable, but there is always room for improvement." A sentiment with which the editor says he is heartily in agreement.

We should realize that when so large a number of individuals are concerned a variety of answers will be forthcoming, and that so long as the majority is well served the job is being done in good style.

It would be unfair not to make mention of the excellent suggestions which were offered in a number of cases and the editor has informed the writer that he is sitting up nights absorbing the praise, suggestions and criticisms included in the answers. There's enough, he avers, to keep three or four editors busy for the rest of their lives.

The replies commenting on the past issues of the magazine were 98 per cent. favorable and 2 per cent. unfavorable.

The most general suggestions favored more material of an educational type, more news of the various offices and their problems and more news of the western part of the country. There were, of course, individual suggestions too numerous to mention.

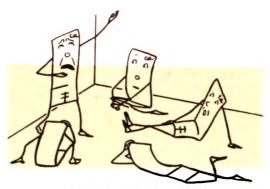
A majority of replies favored space for publication of Association news by the Association. However, the details of this question will be explained in the supplementary report to be issued by the Executive Committee of the General Assembly.

The editor and Association need not worry about support for the magazine, judging from the answers to the question, "Can the editor and Association depend on your support?" 99.5 per cent replied "Yes" and 0.5 per cent replied "No."

Great dope! Let us remember the wise old saying of Benjamin Franklin, "Hide not your talents, they for use were made. What's a sundial in the shade?"

THE LITTLE LOST CALL

In Which Are Continued the Plant and Traffic Conversations Started in Our Last Number



Sad stories in the Cancelled Bin.

HERE was a stir in the cancelled bin and all eyes centered on the Station-to-Station call as he took the floor.

"Say," he opened aggressively, "You guys all think you have a cause for complaint, but look at me! I didn't have even a Chinaman's chance. Talk about trouble. Why, Fate gimme a kick in the shins to start with—Fate, camouflauged as a recorder. My subscriber distinctly said, 'Springfield, Ohio,' and this dame promptly notes down the code, 'SFI.'

Well, you can see what a fix I was in. Couldn't say a word; couldn't do a thing—but look wise. I tried that, but it was all lost on this jane, who was as blind as she was deaf.

"Two of the Springfield, Ill., circuits were out of order and the rest were busy. We waited around a little, but there didn't seem to be anything doing, so the operator rings the subscriber to tell him her hard luck story. Well, I



The oldest member dodders forth.

figured he would catch the mistake when she reported, and listened breathlessly. I got fooled, though, for this kid was the original side stepper, and never even mentions the town's name, let alone the state.

"A good part of the morning had passed before she got through, and found that Springfield, Ill., had no such telephone as the number on my face. She and the subscriber matched up stations and states this time, and after considerable chewing I was started on the right track.

"But I didn't get anywhere, for all the rest of the day the circuits were busy either between here and Phoneton, or Phoneton and Springfield.

"Finally the connection was made and the called telephone reached. I began to breathe easily, for completion was almost within my grasp. When the operator rang the St. Louis subscriber, I could have danced for joy; and a moment later I darned near died of despair. The janitor answered and told us every one had gone for the day. No; he didn't know what the calling party's residence number was. And I never broke a looking-glass or walked under a ladder in all my life!"

A dismal atmosphere pervades the cancelled bin at all times, but it was more pronounced than usual when the eldest number tremblingly arose and doddered toward the center. He staggered under the weight of several attached tickets (each covered with reports) and the Station-to-Station call reached out a sympathetic hand to steady him. An expectant hush fell over the group.

"I came from a long line of cancelled calls," he said. "My father, his father before him, and myself—all cancelled because of a curse cast on my grandfather by a careless operator. And I have a grave suspicion that the curse did not end with me, and that my son will be doomed to share the family fate."

Wonder and incredulity spread over the faces of his listeners. In answer to their unspoken question, he hastened to explain.

"My grandfather was a Locate call, placed to trace a traveling salesman. After receiving reports of not registered from all

of the leading hotels, they tried again, this time in care of the hardware dealers. No one had seen him or was able to give any information concerning his movements. Attempt after attempt was made, always with the same result. Shortly before 5:00 o'clock, one firm admitted that they knew the man we were after. He hadn't been in town that day, it seemed, and although he was in the habit of visiting them at this time of the month, they didn't expect him until the end of the week."

"That report was intelligent enough, if it had been given as received, but the last part was omitted by the operator.

"Then and there the curse of carelessness was cast on our family, for the subscriber, in all faith, has placed and will continue to place a call every day until the man is reached. That my son will also become cancelled is a foregone conclusion, for this is only Wednesday and we have two more days till the end of the week."

The conference of Cancelled Calls was nearly over. They turned to the fifth and last call for testimony.

"My story?" he repeated dully. "Of course. But it is a very common one. Calls for people at hotels are often cancelled. Usually because of indifference or misunderstanding on the part of the hotel employee. The switchboard operator who fails to verify the spelling of a name; or the clerk who is so busy he feels that he cannot spare time to give the records more than a cursory glance;

or the bell boy paging a name whose pronunciation he has so carefully disguised that it reaches the ear of its owner without a even glimmer of recognition.

"It was the bell boy who cast the evil eye on my career. My subscriber called a D. P. Eldridge, pronouncing it distinctly and spelling it letter for letter. When the call was passed, the distant operator caught it as T. B. Albridge and passed it on to the hotels as that. By the time it had run the line of oral evolution and reached the bell boy, it was mutilated. But the boy saw a few

possibilities in it still, and manufactured a peach.

"Pathetically he appealed to the mad throng in the lobby to produce "TT A-Aa-a-aldige." They ignored his plea. He tried the dining-room with no better



The subscriber said, "Springfield, Ohio."

luck. On his way back to report to the desk, a timid little man approached and asked him to repeat the name. T. T. Aldrich. said the bell 'Are you boy. him?' 'No,' the little man replied. 'But I am expecting a call; have you had any for D. P.

Eldridge?' 'Not as I know of,' the boy told him doubtfully and turned toward the desk. The little man shook his head, looked at his watch and left the hotel. I got this straight from the listening key, who got it from the line, who said the hotel switchboard told him.

"Anyway, when people come around this box and haul us out, look us over and shake their heads, I just wish I could tell 'em a few things. If we got a little of that attention while we were still active, a lot more of us would be ringing up dollars on the Company's cash register."

Every time the line sags some poor call's in danger.

"Bill" Plant Discovers Things About "Belle" Traffic

BILL bobbed up bright and early Monday morning and commanded me to shake out my bag of operating tricks and pick a good one. I did, and took him to the line boards.

"A recorder never works on the call," I told him, "But as soon as she has taken all the details, she informs the subscriber that we will call him when we are ready—and releases his line. Then she sends the ticket over here."

"These girls (the line operators) make the connections. Each position is responsible for the traffic to certain points. All calls for these points are delivered to the operator assigned to that particular board, who works on them according to filing time."
"What's 'filing time?" asked Bill.

"The time at which the subscriber placed the call. The recorder notes it on the ticket before it is sent to the line board. Among other reasons, it is to insure fair play to the subscriber. You see, if an operator had two calls to Chicago—one filed at 9:00 a. m. and the other at 9.03 she would work on the nine o'clock ticket first.'

"But what I can't see is—how come you

don't complete 'em all?"

"Trying to find the answer to that question has aged many a good traffic chief, Bill," I replied. "But there are many circumstances which prevent a call from being completed. For instance, on Personto-Person service, where we guarantee a particular party, the operator may find that he is not in at the time she calls. It is up to her to inquire what time he is expected

and whether he can be reached at another tele-phone. She reports this to the calling party immediately, holding the distant station on the line in case an alternate party is requested. If her subscriber insists on having the man he called originally, she leaves word at the called telephone and later attempts to reach him at the time he is expected."

"An operator has to have a mighty good memory to be able to remember just when to try each call, when she has a lot of Doesn't she?" them. asked Bill.

"Not at all," I protested. "A record of the

report is noted on the back of the ticket, with the time it is received and the time it is given to the calling party. In many cases the operator who makes the second attempt has never seen the call before."
"You don't say!" Bill exclaimed. "But,

look here—that call isn't lost just because you don't get the man on the first attempt, is it? Not if they talk later?"

"Not if they talk," I countered. "But there is always danger in delay. The called party may not return that day or our subscriber may receive a telegram or letter covering the business and cancel the call. Or again, he may be unable to wait and cancel it immediately.'

"Gosh, I never thought of that!"

"Another thing that prevents calls from being completed is our inability to establish connections due to line trouble."

I knew by the expression on Bill's face that he was considering it carefully. "Say," he said, "I never stopped to think before just how dependent the Traffic Department is on the Plant. We have to hold those lines and hold 'em tight so you can do your little act. Don't we?"

"You said a dollar's worth," I informed him. "And every time those lines sag a little, some poor call is in danger of being dropped in the River of Cancellation. In other words, the delay caused by the line being out of order may necessitate the cancellation of a call because the subscriber is unable to wait."

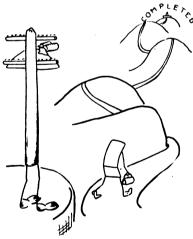
A ticket fluttered from one of the boards

and lit on the floor, face down. Bill picked it up and scrutinized the back. Totally mystified, he passed it over to me.

"Looks like a prescription," he remarked.

"These are reports," I explained. "To save time in writing and space on the ticket a great many of our commonest ones have been condensed in code. Maybe that does look like a pre-historic telegram hacked on a boulder, but to me it is a complete story with more thrills and hair-breadth escapes than a movie serial. Here, let me interpret it for you.

"The call was filed 9:00 a.m. This first report—9:10 od (:10) means that at 9:10 the operator was ready to work on this call, but found the circuit was out of order. She reported this to the subscriber, who evidently told her to hold the call until she could get a line. You Plant men must have done a snappy job of restoring that line, for here at 9:20 she (Continued on page 48)



Sometimes it's a devious trail to Completedville.

THROUGH SOLID ROCK

H. D. Puter, Conduit Foreman, New York, Mentions a Few of the Things His Men Go Up Against in Re-locating Undergound Cable

HE shortest distance between two points is a straight line, say the copybooks and 'rifmatics. It's an old rule and a true one, and one our engineers had constantly in mind as they laid out the route of the Boston-Washington subway in 1908-9.

Since the location and construction of the subway, traffic, especially motor traffic, has developed and grown to such an extent that the highway engineers for the various states between Boston and Washington have had the truth of the little old rule brought home to them in no uncertain manner. It is a tribute to our engineers to note how consistently their line has been followed in the building and rebuilding of

ful "hay burner" a narrow, winding, and more or less hilly road was a matter of course, but the advent of the forty-passenger motor bus, the seven-ton truck and the touring car de luxe, has wrought a mighty change.

We have had to conform to the grades of the new roads by raising or lowering the conduit. We have had to replace our buried cover type of splicing boxes with manholes, and equip them with cast iron covers so that entrance may be gained without disturbing the highway surface. This reconstruction has developed some interesting conditions, particularly in the

Ledge of rock near Hampton, Conn., along the Hartford-Providence section of our Boston - Washington subway, through which a trench had to be blasted for the cable.

Below—About half finished with the drilling and blasting through this rock for the conduit trench.

state highways to care for the ever growing volume of traffic between the points along this line.

During the past two years Division 1 has maintained a conduit force whose minimum strength has been three full-sized gangs. These gangs have been almost entirely engaged on reconstruction of our Boston-Washington subway, due to changes made necessary by the different states transforming country roads into state highways. In the days of the faith-



drainage of the duct sections, and in the protection of service at points where the road construction included blasting.

The drainage problem was to prevent the manholes from filling up and overflowing onto the surface of the highway, a condition never desirable and often very dangerous, especially in freezing weather. Water in a manhole is practically a necessary evil, for our entire structure is below the surface, and a surprising amount of water seeping into the duct from numberless springs and other sources finds its way into a manhole. Comparatively few manholes along the Boston-Washington subway have less than a foot of water at any time, and a great many of them are so wet that the cables are under water nearly all of the time. That's why you never see a gang of splicers very far from several pumps.

Overflow onto the highway surface has been avoided by the developing of our standard practice of draining into manholes at either end of a duct section from a "summit" between the manholes. Then, too,

drains are placed in the manholes themselves as far below the surface as possible and leading to a ditch or culvert along the road.

The protection of service from damage by blasting has necessitated frequent re-routing of the cables around danger zones, temporary cables being laid from a manhole at one end of the rock cut to a manhole at the other end, in as parallel a position as possible to the new roadway, but a safe distance from it. The cables are either boxed in and laid behind a convenient stone wall, or were laid upon the bare ground and covered with an inverted "V" of 2 by 12 planking.

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The road contractor is then told to go ahead and shoot, which he surely does, laying down a barrage worthy of the Marne at times. But to date we have not had a single interruption of service as a result of his shots. In several instances it has not been practicable to re-route around the

After the main blast, set off in the ledge of rock shown on the opposite page, to clear the way for the trench at the new road level.

Below — Drilling through what the rock men call a "ledge knot" on the same job.



rock excavations, because right of way was not obtainable, and in such cases there was nothing to do but go ahead and lower the duct by blasting the rock from beneath and around it. This was considerably more difficult than it sounds, for just a little too much dynamite at one time, or just a little carelessness in operating the air-drill, would spell disaster with a capital D.

We didn't always have all the time we really needed to properly

ments on either

of

place, Joe inclosed the duct

irons and extended the angle

irons into the

forms for the concrete abut-

concrete was

then poured into

the forms by the

contractor and

- about

The

As soon as the forms were in

two angle

the

side

stream.

ments -

two feet.

do a job like this, for often it was necessary to change the grade of the road under construction, and the highengineers way were not able to give, us much advance notice.

Conduit Foreman Tom Feasey tackled one such job in Rhode Island during the sum-mer. Tom had 160 feet of four-

way duct to lower an average distance of 3 feet 6 inches through rock, and no time to temporarily re-route the cables. In just six working days he turned the trick, and in so doing established a record that we expect to stand for quite a while.

There are a good many bridges between Boston and Washington, and of course they came in for their share of the reconstruction along the straight line. Sometimes we were able to avoid re-routing by timing our work with that of the bridge contractor.

Conduit Foreman Joe Dalton, for instance, managed to maintain his subway while a bridge was built about it. The duct had hung since its construction from the under pinning of a wooden bridge. A new steel bridge was to be constructed upon the site of the old, and the road at this point was, of course, closed.

Foreman Dalton, after supporting the duct on posts set in the stream beneath the bridge, removed the hangers which had served to attach the duct to the old bridge: the contractor then removed the bridge, and proceeded with the construction of forms for new concrete abut-



Cable stretched on ground, under inverted "V" planking while road contractor blasts out new highway near Hampton, Conn.

of course surrounded Joe's angle irons, imbedding them in the abutments. As soon as the concrete had hardened sufficiently Joe removed the supports from beneath the ducts. Construction of the steel work proceeded and when the bridge was finished, Joe, as an added measure of safety, returned and by means of steel straps placed around the duct structure and clamped to the steel work of the bridge, made his job as lasting as the bridge itself.

All of the new bridges were not built in the same location as the old ones, however, and in some cases a complete re-routing of the cables was necessary.

We have just been advised that Connecticut, by special appropriation, has arranged for the reconstruction of some fifteen miles of country road to state highway. Thirteen miles of our conduit will be affected. Massachusetts tells us that in 1922 she will

reconstruct some sixteen miles of country road between Walpole and Boston, our route every foot of the way.

When these two projects are completed very little of our subway will remain beneath a country road. Verily, the shortest distance between Washington and Boston is our own cable subway.



Cables temporarily re-routed on poles during construction of new bridge near North Scituate, R. I. Note right angle bend around terminal pole.

That Forest Fire

By One Who Was Present at the Minnesota Conflagration Described in Our November Issue

T was by luck that I happened to get a copy of Long Lines for November from B. J. Hall at Hudson, N. Y. Imagine how surprised I was when I saw those perfect pictures of how things looked after the fire and the one of General Foreman Pat Wise, whom I recognized at once.

It was a beautiful Sunday in October when we got orders at 10:30 a. m. to leave Annawan, Ill., and go to Moose Lake, Minn., where a fierce forest fire was raging. Sunday at 7:20 p. m. we arrived at St. Paul. Next morning we waited for a train for Moose Lake, getting into the

town about 4 p. m. Mr. Cady's gang had arrived in the morning.

General Foreman Pat Wise, or at that time better known to the linemen as Old Trusty or Old Reliable, was on the job early and late, always looking after the interest of the Company. He was acting general material man until the Government came to borrow his shovels. Guess they are still digging, as far as Mr. Wise knows, because the shovels have never come back.

Every lineman will remember the cars of coal that burned for several days in Moose Lake and how the men used to go there to warm their cold, numb fingers. I am wondering today how many still are with the Company who were with the Long Lines Department at Sturgeon Lake at that time, for it is something that will live in my memory forever.—H. W. MAMBERT, Hudson, N. Y.

A. T. & T. Company Stock Popular

N November 1, a notice was sent to all Long Lines employees that beginning December 1, 1921, the price of the Company's stock under the Employees' Stock Plan of May 1, 1921, would be advanced to \$105 a share. No sooner had these notices reached their destinations than requests for blank subscription cards began to flood the Accounting Department. Every conceivable question that could be thought of regarding subscriptions was asked of us, some requiring special rulings.

Toward the end of November the subscriptions began to arrive by mail, messenger and express; and finally, on the morning of December 6, when we emerged from under the storm of cards, we learned that 10,786 additional shares had been subscribed for by 2,994 employees. Of this number of employees, 1,702 were subscribing for the first time and 1,292 were increasing their subscriptions.

The following is a comparison of the various stock issues and some statistics on the last plan:

	Subscribers	Shares	Average Shares per subscriber
Original Plan and Extensions	2,257	6,772	3
Second Stock Plan	2,520	11,295	4.48
Employees' Stock Plan, seven months to November 30, 1921		26,969	5.31
		M	ale Female
Estimated employees eligible to subscribe November 1, 1921			129 3,895
Employees subscribing to November 30, 192	1	2,9	936 2,139
Number of shares subscribed for		19,8	374 7,095

It is interesting to note that 62 per cent of the male subscribers and 39 per cent of the female subscribers have taken the maximum number of shares to which they are entitled under the plan.

The amount to be withheld from the pay of employees each month will be approximately \$81,000, which is 8 per cent. of our total pay rolls.—W. E. Drew, Accounting.



AS IT WAS IN THE BEGINNING

A Story of Early Days in Chicago, by Miss R. E. Smith, Chicago Traffic

EING in Chicago the year after the World's Fair (that sounds better than saying 28 years ago), I followed the usual custom of hunting up the long distance office, mostly to visit a friend who formerly worked in the office to which I belonged. During the visit my friend advised me that she was planning returning to the East and suggested that I apply for her position.

F. A. Stevenson was at that time the superintendent, and he employed me at a salary of \$35.00 per month. (In my old position I was receiving the maximum salary of \$7.00 per week and no overtime for Sunday duty). I made the fourth operator in the Chicago office. We now have about five hundred operating employees on our roll.

The operating room at that time was located in the back part of a store on the ground floor of the old Rand McNally building, which has since been replaced by the magnificent twenty-one story building of the Continental and Commercial Bank.

This room was separated from the main room by a paneling in duplication of the elaborate public booths which were then in use. The lower half of the panel was of oak, and the upper part small panes of glass hung with old gold silk curtains. The front part of the store was divided up into offices for the superintendent, the chief clerk, and contract agent.

The rest of the space was occupied by the pay station which was very finely furnished with almost every convenience for the use of the public. Pay stations were very necessary in those days, these telephones alone being equipped with long distance

transmitters. All other subscribers' telephones were suitable only for local business. Our own pay station at 105 Quincy Street, the principal hotels, and a few brokers were the only subscribers with L. D. terminals.

There were only four positions of switchboard in this old-time operating room. Instead of lamp signals, such as are in use today, metal drops were used. These drops are perhaps best described as a shutter held in place by a narrow metal strip with hooked end which, when pulled up by the ringing current, released the shutter. On two of the positions these drops were almost two inches square and made a regular clatter when they fell.

Instead of lamp cord signals, an extra row of drops was provided called "clearing out" or "ring off drops." They were not automatically restored as are the signals of today, but like the line drops had to be restored by hand. The jacks, instead of being single as now, were double. The plugs also were double and known as "twin plugs," somewhat heavy and very clumsy. The transmitters were stationary, being suspended from the top of the switchboard by means of an iron arm. Receivers were also permanently attached to the boards. Sanitary combination sets were yet to be invented.

Two positions were assigned to eastern and southeastern business with direct circuits to New York, Pittsburgh, Buffalo, Maumee, South Bend, and Tadmor, now known as Phoneton. The operator handling the New York line had to remain cut in on the circuit continuously, due to the composite which was on this circuit, and which prevented the operator from ringing. The other two positions were assigned to Milwaukee and Wisconsin business.

At that time the Allis Chalmers and Illinois Steel Company each had what was known as a "time connection," a connection being established between the Chicago and Milwaukee offices of each of these two concerns for ten minutes out of each half-hour during the day. The connection was established without a call being placed, regardless of whether or not conversation was held.

The number of outward calls averaged about 150 as compared with the present day average which runs above 600. The number of inward calls, good and lost, averaged about 100. Tickets were made on

all inward calls, and each call had to be compared with its respective office before close of operator's tour.

The all night operator was a boy, and the one we had at this time had more than a woman's curiosity. One night he upset the power plant—looking for the electrical current, I guess. Each operator was Chief Operator and had to rely upon his or her own judgment, no one person being in

direct charge of the operating except such oversight was given by the Chief Clerk. There were neither rule nor route books. The tariff book was a typewritten list rarely referred to, each operator being walking directory and rate clerk for the principal cities with which we did business.

The rate to New York was \$9.00 for five minutes or any fraction there-Calculaof. graphs were unheard of. Tickets were timed by clock hung on the side wall which made it necessary for the operator to

turn her head every time she looked at the clock. The start of conversation was noted on the ticket, and time called at the end of the five-minute period. A subscriber talking five and a quarter minutes was charged for a ten-minute conversation.

The operating room was not more than twelve feet square, and without a single window. The only means of ventilation was an air shaft with a large fan set in the wall. Pneumatic tubes had not been thought of; tickets were filed on spindles.

The rest and lunch room consisted of a rattan rocker in one corner of the operating room, in contrast with the spacious lunch and rest rooms of today. It goes without saying that there was not the comfort received from matrons' services. No magazines nor victrolas were furnished for the benefit of the operator off duty. There were no bubbly drinking fountains, which are such an improvement over one glass for

all. In addition to all these modern comforts there is now the Employees' Benefit Plan.

But in spite of the discomforts, each operator leaving the office at night looked forward with pleasure to her return to duty the next day. In fact, each one felt that her presence was absolutely necessary prevent the office from closing up shop.

Subscribers and operators at the different stations called each of us by name, and each girl thought that her subscriber would not get proper attention unless she

tion unless she handled his call. I remember one instance when, owing to the nearness of Mr. Stevenson's office to the operating room, he overheard a remark that I made to the New York operator named Pauline. It was not so much the remark of "nay, nay Pauline" that he objected to, but the fact that it could be heard in the pay station. When he was inquiring who was talking so loudly I had a mental picture of myself buying a return ticket for the East. However, he kindly advised me to lower my voice.

20 Street

"Why, I could draw you a picture of that old place," said F. A. Stevenson. And he did. As we interpret the artist's notes on the original, No. 1 is his former desk; 2, Chief Clerk Nivin's desk; 3, Fannie Doner, pay station attendant; 4, G. C. Brooks, contract agent; 5, hat rack; 6, three-position switchboard; 7, testboard; 8, rest room facilities.

(Continued on page 37)



One of our engineers working by flood-light, trying out Arlington loud speaker.

BY-PRODUCT

Unscheduled Events that
Occurred During the
Arlington Installation, as
Noted by Long Lines
Representatives

The only reply to our requests was, "Yes, sir; we'll have it done immediately." Even though these men were not concerned in the final Armistice Day program their efforts were essential to make the occasion a success.

General Squier, head of the signal corps, was a frequent visitor at Arlington and made some pertinent remarks. "This is a tremendous

thing; it will revolutionize building architecture and public speaking." "There is no limit to the audience a man can address when you include radio in your distribution." "You fellows have a wonderful laboratory; it is 3,800 miles long."

After spending a week-end out of town, one of the Arlington fellows informed the rest of the bunch that he had had an

"eventual" time and from his appearance they agreed with him.

The job at Madison Square Garden was particularly difficult because the building was in constant use by other organizations and the testing had to be done at such times as would not interfere with these

The preliminary testing for the Arlington installation was made at Olympic Park, Newark, N. J. In such testing it is inevitable that repeated changes in apparatus and circuits must be made. The celerity and enthusiasm with which the men of the New Jersey Division of the New York Company responded to what might have seemed needless changes may not be passed by without favorable comment.

HILE the mag-

nitudeand

personal

responsibility of the Armistice Day program

were duly felt by every

man engaged in this

work, it was inevitable

that many unusual in-

stances would occur to

break what might have developed into what athletes call "over training." And naturally

enough, perhaps, it is

these sidelights that lin-

ger in the memories of

those who participated.



Colonel Carty and his Long Lines associates at Arlington. Left to right, S. I. Horn, E. A. Hilborn, E. B. Barker, W. D. Pomeroy, J. Zehfus, Colonel Carty, J. G. Truesdell, L. A. Parkhurst, A. H. Shubring, T. F. Durst, W. L. McCaughey, H. C. Read.

IONG IINES JANUARY, 1922

functions. The New York Company rendered valuable assistance in solving many difficult problems incident to this job, especially in the suspension of the projectors both inside the Garden and outside, facing the park.

An army truck caught fire at Arlington and without the prompt assistance of three of our men with fire extinguishers would have been destroyed. In the excitement one man while aiming for the burning gas tank "shot" the driver

What became of the colored population around the cemetery at Arlington when, on the night before Hallowe'en, numerous flashlights appeared among the monuments on the highest point of the cemetery, and a deep, strong voice came sounding through the darkness? Yes, you guessed it the first time; they ran.

Adjacent to the Brushton repeater station are the car barns of the Pittsburgh Railways Company. The poor condition of the cross-over at this point causes excessive vibration of the repeater station

when cars pass and often causes relays to operate.

in the face.

Superintendent Mezger, of District 23, realizing the necessity of utmost precaution on Armistice Day, called the attention of the railway superintendent to this bad track condition. In a spirit of co-operation all cars were run at a snail's pace over the crossing on Armistice Day.

In Utah a cement company ceased operations because their blasting operations were a hazard to the service.

In California several power companies rerouted their power service so as to eliminate



Chesapeake and Potomac Company men who gave valuable assistance in the installation.

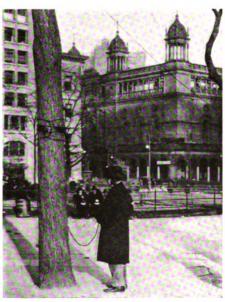
any possibility of interference.

During the program on Armistice Day the spirit of the occasion was evidenced by the fact that all along the line the men in the various offices stood at attention during the transmission of the national anthem, and during the two minute silent period, flags were lowered to half mast. The entire organization functioned as one man and all emergencies were met as per previous arrangements without special instructions, and all requests for information were complied with without a single argument.

Reports were received at Arlington from San Francisco and New York within ten seconds after each item of the program was

started. The speed of this service was beyond the comprehension of some British officers who were observing the operation in the control room.

Outstanding characteristics of Bell System employees are their intelligence in attacking the work on hand and the good nature invariably associated with the accomplishment of all tasks. As every telephone man knows, it is necessary at many times to work under pressure, and it is not unnatural for human boilers to "pop off" under such conditions. Many pop off occasions arose during



To forestall trouble, an outpost in Madison Square, New York, kept in constant touch with those inside the Garden throughout the



Projectors on the balcony of Madison Square Garden, through which 25,000 people heard President Harding's address

the installation work, but there were always those in the bunch who, with their untiring good nature and humor, by-passed those critical times.

We didn't look for glory or for three resounding cheers,

When that message from far Arlington fell on those many ears

It was just another triumph where persistency found place,

In the work of those around us, in our efforts to keep pace.

There were testings and rehearsals into hours often late,

Some must ride a lone repeater post and wait and wait and wait.

Those copper strands must be patroled, o'er mountain, dale and plain.

But through it all there always ran some thoughts in lighter vein.

Our reverence to the Unknown Dead time's rolling curtain masks,

We turn our faces forward now to seek new-rising tasks.

Whate'er may be our future lot in service great or small,

We're ready, standing by once more, prepared to meet the call.—W.D.P.

The Chesapeake and Potomac Com-

pany's part in the installation covered a variety of duties, from supplying 1246 meals to installing a P.B.X. board. This board was requested at 3 p. m. and at 7 p. m. it was operating with seven trunks and ten extensions. Too much credit cannot be given this organization for the smoothness and rapidity of the installation.

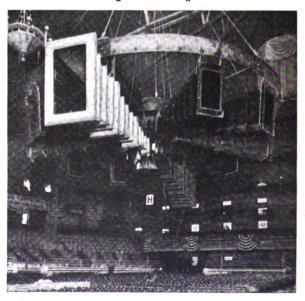
Did you ever wonder if there was a job worse than yours? How would you like to be a night watchman in the cemetery? One of those at Arlington was asked if he would miss the telephone fellows when they had gone. He replied, "I should say so. You are the only live ones around here!"

Seen and heard at San Francisco: An elderly lady with opera glasses, trying to find the man behind the horn; and a man who insisted that the President's speech was a phonograph

Speaking of elderly ladies, one approached a telephone man at Arlington and in all seriousness said, "Excuse me; can you tell me the name of the Unknown Soldier who is going to be buried here?"

Close up of the monster apparatus that hung inside the big show building.

record.



"THAT'S FI-AN"

Phoneton, Ohio, Sends Some Notes on the Visit of a Long Lines Engineer

ALLED us nine-thirty a. m. "How do we get to Phoneton?"
Told them will come after them.
Go find truckman, ask how soon bring load to Phoneton.
Says right away. Eng'r says, "That's fi-an."

Got to have table to pile engineer's junk on. Borrow one from Traffic. Boys start stringing wire overhead, under foot, everywhere. Finally get all ready to test. Turn on tubes, twist knobs, pull this wire,

pull that.

Eng'r's face puzzled.
"S'funny." Finally open
up boxes, find gizzard
loose, thing-um-jig off.
Borrow best soldering
iron, spool solder, pair
flats, etc. Two hours
later Eng'r says, "That's
fi-an." Begins test.

More Another day. test. Pull lot boxes out Take repeaters. out couple coils, throw 'em away. Works better now. Blooey, thermo - couple shot. Never mind, rig up another. Finally says line no good. Hire auto, take lineman to next town, cut out load coils. Couple hours later call in, Eng'r say "No good; come home.

Another day. Borrow all spare coils and condensers. Spread 'em all

over room, throw 'em all away but two. Then says lineman got to go back to next town and stay out all night. Gosh!

Eng'r looks sleepy to-day. Calls up New York boss. Boss says, "Yes, yes; that's fi-an." Run lot of cross connections for them, cut 'em in ten p. m. Won't work. Find trouble and fix it. Go home to bed.

Find trouble and fix it. Go home to bed. Sleepy myself to-day. Eng'r shows up. Makes tests on rptrs, mixes bulbs all up, writes lot of figures in book and looks wise. "S'funny." Finds cord up wrong, begins all over. Now take something off coil rack.

Take out insides, put in some junk from storeroom, make more tests, Eng'r says, "That's fi-an."

Wants someone make 21 tests tonight. That's me. If Eng'r stays long enough will have to turn owl to take care of him. Tests don't show up good. Got to find trouble. Oh, yes. Found trouble, all coils wired wrong; fix 'em up and tests O.K. Not so bad tonight; get home 11:30 p. m.

Tests finished. Eng'r calls up boss, says go-

ing to move. (Note: Must keep eye on pair flats.) Begins packing up trunks. Afraid to take table back where belongs; Chief Operator might see scratches. Rub little dirt in 'em to make her think been there long time.

Engineer and other man leaving now. Sorry to see 'em go. Told New Yorker would see him again some time. He said, "That's fi-an."

—Е. Е. А.



Me and my rambling Ford in the mountains of Virginia. "Me" being Station Lineman W. C. Wilson, Clifton Forge, Va.

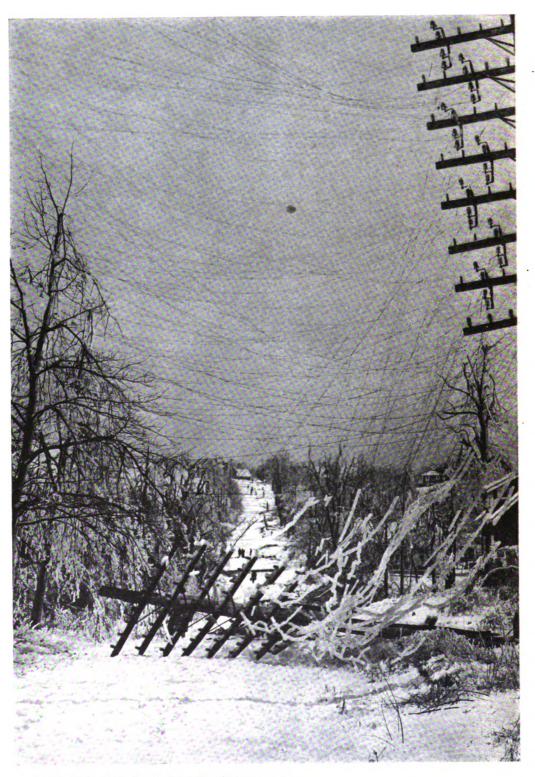
Louisville Levity

Branch 37, Association of Employees, Louisville, Ky., gave a delightful mask party in the operators' quarters on the fifth floor of the Keller Building. Prizes were awarded

ing. Prizes were awarded to those having the best costumes. The judging committee had a difficult task selecting the lucky ones and nearly trotted the dancers to death passing them in review to make the decision.

A negro mock wedding, dancing, fortune telling, initiation and refreshments all helped to pass one of the most enjoyable evenings the Louisville folks have had for a long time.

We hope that other Branches are getting as much pleasure and results out of their Association as Branch 37 at Louisville is.



In the thick of the havoc, but still picturesque; our New York-Boston Main line just west of Summit, Mass.

RAIN AND COLDER

Three-Day Storm Brings Disaster to Our Lines in New England.

CE! Formed by a drizzling rain that fell for three days, while the temperature was just at the freezing point. Ice, that kept piling up on all exposed surfaces until innumerable New England trees were torn apart and ruined. Ice, that grew until single wires were covered by a casing measuring ten inches or more around and averaging over a pound to the foot, toppling over Long Lines poles to the number of 3,400 and destroying communication by way of aerial routes throughout the storm swept area. Ice, in short, that caused the next to the worst storm break the Long Lines Department ever experienced.

This is what our people in New England had to combat during the last week in November. At that time an area including the southern part of New Hampshire, Vermont and Maine, all of Massachusetts except the seacoast, and Rhode Island and Connecticut above a line running just south of Providence and north of Meriden, was

literally overwhelmed.

Life in these sections slowed down almost to a standstill. For three or four days people lived by the light of candles. Roads were blocked by fallen trees and electric light, trolley and telephone poles. Street car lines were rendered useless. Railroad journeys usually accomplished in two hours took three or four, and the passengers often had to get out and help clear the track of debris.

Schools were closed. It was dangerous to walk along the streets for fear of falling branches, trees, signs, walls, or roofs. In fact, four lives were lost in this way and a number of people were injured. A view of the wreckage causes one to wonder that more were not killed or hurt.

In the midst of wholesale disaster, communication by telephone and telegraph was maintained; with difficulty, to be sure, and at first with the percentage of service furnished greatly below normal. That it was maintained at all was due to two factors: the Boston-New York cable, and the supreme loyalty to duty of our people.

The storm was a calamity; but it was also a triumph for the Bell System.

Saturday, November 26, brought to northern Massachusetts a light rain which continued almost constantly during the next two days. Early Sunday morning, the temperature on the high ridges in all parts of the state caused this rain to freeze. It froze in layers on anything it touched. North of the stricken area it became snow;

south, a drizzling rain.

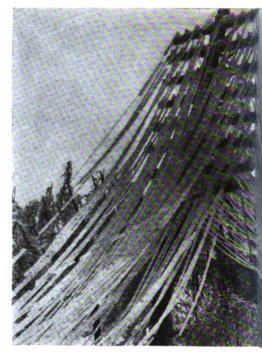
Early in the afternoon, a total line failure occurred in the vicinity of Blandford, in the Berkshires some twenty miles northwest of Springfield. Section Lineman De Bow, under the direction of Chief Testboard Man Steele, gathered men and cable and by night had re-established service only to find that in the meantime other failures had occurred to the west.

In the early hours of Monday, trouble began to develop on the following lines: New York-Boston Main, Barre Plains-Troy, Springfield-Greenfield, Danbury-North Adams, Norwalk-Pittsfield and New York-Boston Midland. By 7 a. m. total failures had occurred on all these lines. Section linemen's forces were allied to cover the various sections of line to find out what conditions were.

Meanwhile, the New York-Boston telephone and telegraph service had been going down as the lines broke, until it was reduced to about 30 per cent. of the usual telephone layout between New York and Boston, with still further reductions to other New England points. Also, the 90 open line telegraph wires went out of business. Steps were immediately taken increase the number of telephone and telegraph circuits by the use of the cable. Chief Testboard Men Ward, at Boston; Steele, at Springfield; Lawson, at Hartford; Watson, at New Haven and Fraser, at Providence, went about the work of setting up additional telephone circuits, and the putting of 122 Boston-New York Morse wires on a "combined" basis, as it was realized at the start that this was the best Morse set-up that could be hoped



A heavy tollyline of the New England Company stretched flat on the ground, on Stafford Street, Worcester, Mass.



New York-Boston Main line along near Wa

New England At His

Center — The Chester test pole, No. 2365, of the Hartford-

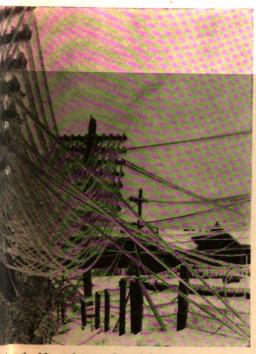


Above — The New York - Boston Main line near the Summit, Mass., test station.

Right — Ice one pound to the inch, 12 inches through, on the Hartford-Troy line at Blandford, Mass.





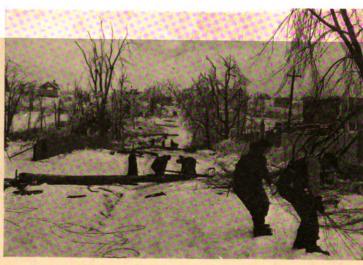


ing the Massachusetts Central R.R.

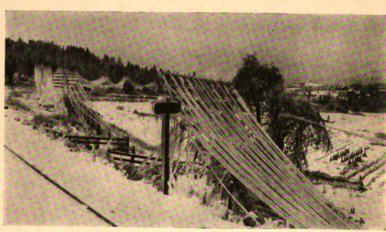
and's Ice King Worst



Troy line, with a lineman tackling the unholy tangle



The salvaged copper will be sent back to the mills, re-melted and again drawn into wires





Above — Sometimes, as here, our wires sagged until they almost touched the ground before the poles gave way.

Left—One of the innumerable scenes of havoc in Massachusetts village streets.

for during the course of that day.

The Morse wires that had failed had all been re-routed through the Boston-New York underground cable, and so completely was the work done that by 9:45 Monday morning all Morse wires for "combined" service, except those having drops at Worcester, Pittsfield and North Adams, were lined up and ready for service. This accomplishment is worthy of particular notice, as it is most unusual on a break of this magnitude to be able to accomplish so much before the opening of the New York Stock Exchange.

At the close of the day, there were available 63 out of 68 New York-Boston telephone circuits and service was also furnished to a few other New England points. By mid-afternoon, Monday, more than three-fourths of the telegraph subscribers were getting full service. At the close of the day's business on Monday there was a total of 113 telegraph wires available out of a normal requirement of 122. Monday morning, December 5—a week later—found every telegraph contract back on a normal basis throughout the state.

The toll telephone circuits were, of course, the worst sufferers. Reports coming from the section linemen Monday, November 28, indicated about 150 poles down, all confined to the New York-Boston Main, the Hartford-Troy, New York-Boston Midland and the Barre Plains-Troy lines. An arrangement of telephone circuits was secured whereby sufficient circuits were obtained to take care of the



Salvaging junk copper and dismantling a pole, a preliminary to the strenuous road-clearing work.



Clearing a road so that ordinary flivvers and other street traffic might have a chance.

commercial business in a reasonably satisfactory manner, and also furnish part time service on the 31 Boston-New York full talking circuits. Service, both telephone and Morse, was handled to New York via the Central and Shore lines.

By Monday night, however, the storm had moved south, and these lines were affected. As the fine rain advanced and the ice on the wires increased, it was realized that by Tuesday morning many more poles would be down.

This prediction was fulfilled. The second covering of lines on Tuesday found conditions varying greatly from those of

conditions varying greatly from those of the previous day. In fact, linemen would cover a line, and everything standing, and return a few hours later to discover the wires flat on the ground.

This meant labor without ceasing throughout the entire three days of the storm for all connected with the maintenance of service. An idea of conditions existing at that time may be gained from the following despatch to *Long Lines*, written bit by bit by W A. Wentworth, Springfield Plant, while still under fire:

"Additional help from outside has become absolutely necessary. Testboard Man Theodore Whitman, New York, and Repeater Attendant Basset from Lansingburgh have been assigned to the local office to help out.



The pictorial news people were on the scene almost as soon as our own forces.

"Seems as though it's well nigh impossible to observe the outside surface of a jack on these boards any more, so completely filled up are the boards with hundreds of patching cords. What's worrying us right now is, where are we going to put the others which are coming along continuously?

"Seven hours' sleep out of seventy-two means nothing in F. H. Steele's life in such an emergency as exists now, and this is just what he has been up against. . . .

"Springfield is becoming a veritable storehouse of almost every conceivable kind of line equipment. Stores of various

supplies are being rushed here by express from all nearby vantage points, and men from all sections of the East and as far west as Pittsburgh and northern New York are speeding to assist in the restoration of service. General foremen, and men representing the Bell Company of Pennsylvania, the New York Company, Southern New England Company, New England Company, and others are all co-operating with but one thought in mind: Get the lines up."

That was the spirit animating every one of the 500 or more men on the job, from linemen to executives. Personal convenience didn't count; sleep, health, comfort—all were disregarded in the face of the one idea.

Among the men in the associated

organizations assistance was volunteered immediately. There was no hesitation. "How many men do you want? Where do you want them?" were the only questions that counted. When the answers were given, the men were rushed to the points where they were most needed.

Office worker and man in the field alike toiled without thinking of himself. Work was begun long before daybreak and continued far into the night. One man tells of seeing emergency cable being spliced by the light of a bonfire built of limbs of trees torn off by the storm. At that time it was so dark that a man fifteen feet from the fire was invisible.

From the same source comes the story of two linemen who plunged unhesitatingly into a swamp, waist deep in water, mud and slush. They carried the emergency cable through it, climbed out, dried off before a fire and went on with their work.

It was not merely a case of co-operation between different organizations. Rather, the men from half a dozen separate companies were comrades in arms, battling shoulder to shoulder against the common enemy.

General Foreman Jack Duggan, Foreman John McDonald, and the men with them worked with trees and wires falling about them in every direction, and the situation finally became so serious that they even made plans as to how to clear out from under if the line should fall. Foreman Vinnie Chisholm saw 18 poles go down in a row near where he was working.



Usually the wires were imbedded in ice covering the roads and ripping it loose was a man's job.

Trolley, electric light and other wires were hanging low over the road. A hired truck carrying Bell of Pennsylvania gangs ran into a wire stretched across the road; it took the cab off the truck and swept some of the men to the ground, fortunately not injuring them. The same gang while on the way from Philadelphia to Boston was delayed in arriving at its destination because some cars of the train they were on jumped the track. Again they were fortunate in not being hurt.

On the Main line between Summit and Coldbrook, Mass., the ground was covered with hard snow and slippery ice, and the men were furnished with creepers. going up and down the hills, it was difficult to keep from falling, and the easiest way to descend was to sit down and slide. Other places, in walking along the railroad there were only narrow places to pass between the track and the edge of the embankment, and when trains came along the safest way to avoid being run over or sliding off the embankment was to lie down on the ground and hold on to such twigs and other things as were there. In traveling over narrow roads all had to watch out to keep themselves from being struck in the face or being brushed off the truck or car by the overhanging limbs of trees.

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Back in Boston, in Springfield and in other headquarters the men at the hubs of the wheels of communication showed an equal amount of self-sacrifice. In the midst of the hurry and excitement, with a steady string of calls coming in from all parts of the area, they managed to keep firm control of the situation. They performed heroically in directing the field forces, in shooting the broken down circuits through other channels, in maintaining order among the welter of patch cords and temporary routings. With even less sleep than the field forces, and only snatching a few minutes to eat when it became imperative, they watched the trend of affairs with eyes calm but showing the effects of exhaustion.

Poles continued to go down throughout Tuesday and into the early hours of Wednesday morning. As the reports came in, and the records were tabulated, the total of broken and fallen poles soon passed the thousand mark, then the two thousand, and up to 2,500 without a halt. Inside

the next two days, the figure increased to over 3,300. A map compiled to show the location of the poles, breaks and the assignment of the gangs indicated pole losses as follows: New York-Boston Main, 768; New York-Boston Midland, 641: Hartford-Troy, 549; New London-Worcester, 509; Poughkeepsie-Providence, 250; New York-Boston Central, 242; Barre Plains-Troy, 168; Danbury-North Adams, 158; New York-Boston Shore, 48; Boston-Providence, 19; Total, 3370.

In some places the poles could be put back into place again. For instance, a line ran along the edge of a swamp. Every pole was thrown over into the mud, but remained so uninjured that all were reset a short while later.

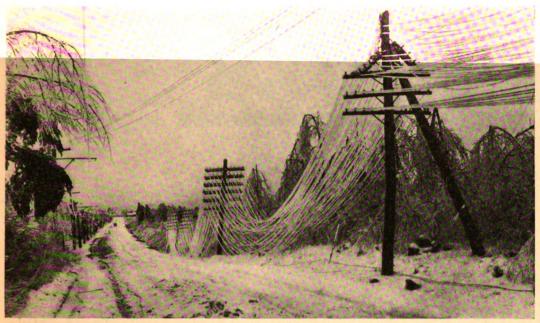
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Early Monday gangs from various parts of Division 1 began to move into District 13, and to take up assignments along the New York-Boston Main, Barre Plains-Troy and Danbury-North Adams lines. As the broken poles increased, more gangs were ordered in, so that within two days, nearly every gang in Division 1, and the general foremen, were either in or on their way to District 13.

Although the associated companies were extremely hard hit by the storm they lent gallant aid from the start. A total of six gangs was, on the first two days, furnished by the New England Company and two by the Southern New England Company. As the division forces moved in, four gangs of the Bell of Pennsylvania and five of the New York Company accompanied them. Later on, District Plant Superintendents Ingraham and Spohr recruited gangs locally, placing them in charge of section linemen, and sent them into the district.

All the emergency cable in the division storeroom, with that from Districts 11, 16, 21, 23 and 24, was shipped in for use at various points. A total of 221 reels of cable is being used, with more than 260,000 feet of twisted pair wire. In general, 20 wires on a "temporary" basis are being put through all breaks, the more important lines like the Central being given first consideration.

From a standpoint of damage to plant and broken poles, this storm is next to the largest catastrophe in the history of the Company. The largest break ever experienced came in 1914, when 3,846 poles were down in the Philadelphia break.



New England Company line skirting Tophet Swamp, South Gardiner, Mass.

The storm was most severe in and around Worcester, where it cleaned out every open wire circuit. In fact, the only connection Worcester had with the outside world was the New England Company's underground cable to Boston. The New York-Boston Main line in this section, which normally carries eight arms, is so badly broken down that it has been considered inadvisable to restore service for more than 50 wires to replace the former 80. In order to assure Worcester of having long distance service in event of serious storms in the future, the Long Lines Department and the New England Company already have their engineers taking steps to install a full-sized No. 19 gauge quadded cable from Boston to Worcester. Plans call for the new cable to be ready for use in June, 1922.

As may be easily expected, the other wire companies operating in the storm swept area suffered to an equal degree with the Long Lines Department. The New England Company lost over 4,000 broken poles on its toll lines and more than 1,000 on its local distributing lines. In the metropolitan area, i. e., around Boston, more than 14,000 telephones were put out of commission.

The Western Union suffered severely in the eastern part of the state. It is said that between Boston and Worcester they lost something like 1,000 poles. Monday night, a number of Morse circuits from Boston to New York were furnished the Western Union Telegraph Company by the Long Lines Department and we have also helped them out since then.

Farther west the Long Lines Department also felt the effects of the storm, especially in parts of New York State having a similar altitude to that of Massachusetts. Our Troy-Elmira, Kingston-Oneonta, Poughkeepsie-Scranton and New York-Chicago lines all lost a number of poles. Some of our lines in the higher parts of the Alleghanies were likewise affected.

In all these cases the restoration of service was completed swiftly and thoroughly by the men on duty in each locality.

The damage that really counted, however, was in New England. It will be long before the scars of the mutilated trees heal, and before the thousands of ruined evergreens and hardwoods are replaced. But it will be still longer before the people of New England, who were isolated and in darkness for three days, forget the heroic self-sacrifice on the part of members of the Bell System that again put them in touch with the rest of the world.



When Mr. L. D. Patron takes his pen in hand

INSPIRING

this medium each week." L. L. HEIDACHER, Manager Memphis Branch, Firestone Tire & Rubber Co., Memphis.

That's what We'd Call these Letters, Selected from a Big Bunch, Showing that People Do Appreciate SERVICE.

"I want to call your attention to the kind of service that we received through our switchboard very shortly after 5:00 p. m. on the afternoon of Tuesday, the 20th. The call was to New York City, very urgent, being

a case of sickness which was very serious, and it was necessary that our Mr. Williams, whose daughter was very sick, talk with the hospital where she was with as little delay as possible. . . . It took two minutes to get the hospital, and during the conversation which ensued and lasted over thirteen minutes, there was not a break in the line, and it was kept at all times, to use a slang expression, 'as clear as a bell.'

Every word was as distinct as though the two people were engaging in an ordinary conversation sitting or standing opposite each other. . . . We ask you to personally express to your operator our appreciation of this service."

C. K. LOOMIS, The Michigan Drug Co., Detroit.

"A wonderful bit of co-operation on the part of the telephone company enabled us to serve you today. We are very sorry that we were unable to put through the two o'clock call yesterday. All telephone lines between here and Little Falls were down, and while we were able to talk to Brainard via Duluth, we were unable to get connections to Little Falls. Today, however, connections were established, and I think we owe a vote of thanks to the American Telephone and Telegraph Company for their enterprise in getting us a circuit.

Mr. Meredith, Bureau Manager, United Press, St. Paul, writing to Mr. Verne Joslin, Transcript Publishing Co., Little Falls.

man, look at this." Forthwith he passed us a double handful of the most appreciative letters we have ever had the pleasure of looking through. With his permission we are printing a few excerpts from the best of the collection.

was in the office

of a Traffic De-

partment official at

national headquart-

ers that the question was put. "By the way," we ventured, "do we ever

get any letters commend-

tered shocked surprise fol-

lowed quickly by a smile of reassurance. "Do we

of reassurance. "Do we ever?" he said. "Why,

The gentleman regis-

ing our service?"

"Just a word or two of commendation for your Operator No. 537. She is a salesman of the first order. The selling talk she used in connection with a call to Kalamazoo and then to Grand Rapids, Michigan, that I tried to make, was certainly worthy. And I am sorry that, through no fault of hers, I was unable to complete the call. It's a pleasure to come in contact, once in a while, with a person whose intelligence and efficiency are of a calibre like that of Operator No. 537.'

> N. B. MEYER, Vice-President, National Service Bureau, Inc., Chicago.

"We have tried Long Distance as a medium for creating business. In doing so, we found that it was very successful in our first attempt. We placed about forty Long Distance calls with the operator about 8:45 Monday morning and com-pleted talking to all dealers by eleven o'clock the same morning. We secured thirty-three orders out of the forty calls. We are taking this as a method of thanking

you for the excellent service on Long

Distance calls, and will continue to use

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"During the past two weeks this branch house has placed between two or three hundred long distance calls in Illinois, Iowa and Wisconsin and wishes to take this opportunity to thank you for the efficiency, courtesy and prompt service rendered on these calls. Special mention is called on account of your operator No. 252 whose co-operation in handling these calls was doubly appreciated."

E. F. RAU, Sales Department, Buick Motor Company, Chicago.

"I received a wire from my mother in Asheville, N. C., advising me of the serious illness of my sister, and requesting that I come at once. The above telegram was received by me at 10:57 p. m., having been filed for transmission in Asheville at 10:15. It was impossible for me to catch the Southern train leaving Main Street Station at 11 o'clock; therefore, my first thought was to get in communication with my mother.

"I was undecided as to which means of communication to use, that is, the telephone or the telegraph, but finally decided I would put in a long distance call and then send a telegram, but much to my surprise, in less than five minutes after calling the Long Distance operator and explaining to her the urgency of the call, I had talked to my mother, finished my conversation and hung up the receiver. In fact I hadn't finished writing the telegram before the operator called me. In view of this quick and efficient service, I wish to take this means of thanking your company, as well as to express my highest commendations to your Long Distance operator in handling this call."

L. T. Guy, Richmond, Va.

"On Saturday, shortly after twelve o'clock, the writer had occasion to call Quincy, Mass., from his office at 82 Beaver



Street, and requested the operator to hurry same as much as possible. I wish to take this opportunity to let you know that in less than three minutes, by my watch, from the time the call was

put in, the operator reported ready and I was talking to my party. Inasmuch as our own motto is '100 per cent. service' we note particularly these instances and it occurred to the writer that you would be interested in knowing about this really remarkable service."

E. C. ANDREWS, *President*, General Claims Association, Inc., New York.

"A particularly good piece of service was accomplished tonight by a supervisor of the Wichita Long Distance office for the Beacon and we wish to take this notice of the fact, with the suggestion that she be commended. For our Mr. Archer, of the Editorial Department, this supervisor obtained a connection at an unusually difficult point, a village called Red Forks, Okla., when the sheriff's office here and other authorities were endeavoring to find relatives of a man killed near here.

"The connection was attempted twice after Tulsa authorities had been unable to serve the authorities here and the second connection ferretted out on the supervisor's own initiative a drug store in the village which was able to give the information. Efforts to reach the mayor, a doctor and the postmaster had failed. There is not even a rural office at Red Forks. This supervisor was on duty between 8 and 9 o'clock last night. The Beacon appreciates this kind of service."

MAURICE F. BENFER, City Editor, The Wichita Beacon, Wichita, Kansas.

"On two occasions during the last week we have wanted to talk to parties in Chicago, knowing only the name and the office address. Supervisor No. 36 took the call after 5 o'clock in the evening and literally pursued the man all over Chicago, finally securing him at his residence before 6 o'clock. On the second call she had our

party in exactly five minutes. When we complimented her on the service she said: 'I like to do that kind of tracing.'"

E. B. KNIGHT, Emerson B. Knight, Inc., Indianapolis.



Association Ac- and Fes-tivities

The People's Choice

Twenty-five Branches of Association Report Results of Yearly Elections

R ESULTS of the annual election of officers of 25 branches of the Associa-

tion of Employees, which reach us as we go to press, are given below.

Branch No. 1, Accounting, New York. Pres., E. T. Bryant; V.-Pres., A. G. Kindsgrab; Sec'y.-Treas., Miss G. D. Stewart; Delegate, E. T. Bryant.

Branch No. 10. District Plant, Richmond, Va. Pres., H. L. Hudson; V.-Pres., R. F. Ledbetter; Sec'y.-Treas., J. R. Adamson; Delegates, R. F. Ledbetter, H. L. Hudson.

Branch No. 12, District Plant, Harriman, Tenn.

Harriman, Tenn. Pres., C. Williams; V.-Pres., V. F. Moss; Sec'y.-Treas., E. W. Parrish; Delegate, C. Williams.

Branch No. 16, District Plant, Buffalo, N. Y. Pres., C. F. Myers; V.-Pres., W. W. Wilson; Sec'y.-Treas., L. A. Welch; Delegates, L. R. Higgins, F. S. Babcock, J. R. Williams.

Branch No. 19, District Plant, Louisville, Ky. Pres., E. A. Klosterman; V.-Pres., J. M. Cade; Sec'y.-Treas., J. K. Zund; Delegates, J. W. Hommrich, A. R. Moyer.

Branch No. 20, District Plant, Evansville, Ind. Pres., F. Smith; V.-Pres., F. H. Mohr; Sec'y.-Treas., J. W. Farley; Delegate, F. H. Mohr.

Branch No. 31, District Plant, Memphis, Tenn. Pres., A. L. Thompson; V.-Pres., J. G. Walters; Sec'y.-Treas., Miss Dorothy B. Hill; Delegates, S. B. Graham, C. M. Phillips.

Branch No. 32, District Traffic, Richmond, Va. Pres., Miss Sabelia E. Cheatham; V.-Pres., Miss Leona Read; Sec'y.-Treas., Miss Jane S. Latham; Delegates, Miss Mamie M. Anderson, Miss Emma L.

Leyshon.

Branch No. 34. District Plant. New York. Pres., F. Moran: V.-Pres., H. Dieter; Sec'y .-Treas., Miss Madeleine E. Lowe; Delegates, Miss Grace F. Bacon, W. L. Raby, J. E. Johnson, T. W. Hawkins, Whitman.

Branch No. 38, Benefit, New York. Pres., U. G. Melick; V.-Pres., Miss Elizabeth H. Andrews; Sec'y.-Treas., Miss Evelyn S. Rhaesa; Delegate, Miss Adele B. Meusburger.

Branch No. 48, District Plant,

Baltimore, Md. Pres., J. W. Loeber; V.-Pres., J. G. Frank; Sec'y-Treas., E. Klein; Delegates, J. W. Loeber, A. F. Rogers.

Branch No. 52, District Plant, Denmark, S. C. Pres., A. T. Carter; V.-Pres., W. F. Shillito; Sec'y.-Treas., F. Sturgeon; Delegates, F. Sturgeon, A. T. Carter.

Branch No. 62, District Plant, Maumee, Ohio. Pres., M. O. Windisch; V.-Pres., G. L. Wagner; Sec'y.-Treas., H. E. Humphreys; Delegates, C. Smith, M. O. Windisch.

Branch No. 66, District Plant, Joplin, Mo. Pres., L. H. Breit; V.-Pres., E. Powell; Sec'y.-Treas., R. W. Whitsett; Delegates, W. R. Martin, M. W. Shimp.

Branch No. 87, District Plant, Columbus, Ohio. Pres., S. V. Adkins; V.-Pres., H. G. Lathan; Sec'y.-Treas., L. E. Miley; Dele-



Joe Shea, Plant, Montgomery, illustrates the methods used by two of his brother workers to obtain votes in the recent campaign.

gates, S. V. Adkins, E. P. Barnes.

Branch No. 94, District Plant, Fort Wayne, Ind. Pres., A. G. Richards; V.-Pres., W. D. Coats; Sec'y.-Treas., W. H. Rucklos; Delegates, W. C. Abele, L. R.

Branch No. 96, Division Traffic, St. Louis, Mo. Pres., Miss Loraine E. Morris; V.-Pres., Miss Elizabeth C. Hunter; Sec'y.-Treas., Miss Rosalie Hemm; Delegate, Miss Loraine E. Morris.

Branch No. 107, District Traffic, Cambridge, Ohio. Pres., Miss Olive Atchison; V.-Pres., Miss Edith M. Earich; Sec'y.-Treas., Miss Nannie E. Leech; Delegates, Miss Edith M. Earich, Miss Olive Atchi-

Branch No. 111, Commercial, New York. Pres., G. B. Larkin; V.-Pres., R. H. Thurston; Sec'y.-Treas., A. P. Carson; Delegate, R. H. Thurston.

Branch No. 119, Division Plant, St. Louis, Mo. Pres., R. C. Mann; V.-Pres., H. C. Sexton; Sec'y.-Treas., W. G. Nebe; Delegates, R. C. Mann, H. E.

Schreiber.

Branch No. 121, District Traffic, North Troy, N. Y. Pres., Miss Agatha C. Foy; V. - Pres., Miss Helen M. Orrett; Sec'y. - Treas., Miss Ethel M. Ibbott; Delegates, Miss Eleanor G. Padley, Miss Ethel M. Ibbott.

Branch No. 134, District Plant, Mil-

waukee, Wis. Jun remaines. St. R. Pres., E. L. Campbell; V.-Pres., C. C. Willson. Nielsen; Sec'y.-Treas., H. M. Willson; Delegate, E. L. Campbell.

On Friday, December 2, Branch No. 61, Pittsburgh, met and elected the following officers: Pres., M. C. Emerick; V.-Pres., A. B. Callender; Sec'y.-Treas., Betty McLean; Delegates, M. S. Buck, A. G. Journay. After the election the active members were joined by several of the honorary members and guests, and all proceeded to the tastefully decorated dining-room of the Bell Company, where refreshments were served.

While enjoying the refreshments, the four score people present were entertained by an impromptu program, consisting of addresses and recitals given by various members.

In its annual election, Branch 65, Kansas City Plant on December 6th selected its officers, delegates and alternates for the coming year.

Pres., L. C. Essman; V.-Pres., E. J. McCallum; Sec'y., Miss Marie Downey; Treas., T. C. Coughlin; Delegates, J. T. Arnote, B. D. McHatton, H. D. Manring.

Washington Branch No. 40 at its regular meeting on Thursday, December 8th, elected officers and appointed committees

to serve during the coming year.

Pres., J. F. Humer; V.-Pres., G. E.
Cannon; Sec'y-Treas., W. T. Allen; Delegates, J. T. Phipps, J. F. Humer.

Discovered!

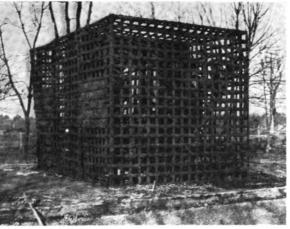
"Are you the mysterious Maid,

Our elusive Miss Eighty-eight, Whom we seek,

early and late?' If you think that is easy to say, just try it and see. Anyway, some of our folks got their tongues tied in a knot trying to say it at the Cleveland Traffic Department's dance, in the Bell Building, Cleveland.

To win the reward for finding the mystery lady, one had to say those lines to her. Miss Foreman made the discovery and won a three-pound box of chocolates. Both she and Miss Hoban, who impersonated the mysterious maid, will be remembered by the New York girls with whom they worked last summer.

After a grand march, an electric iron and a lamp were raffled off, for which Miss Seaman and Miss Coleman held the lucky numbers. The prize waltz which followed was so closely contested that the judges finally split the prize between two couples.



The probable wind-up of the Montgomery activities pictured on the opposite page. When Wyandolle, Okla., burned to the ground, the business part of the jail remained. So did our lines through the town.

W. H. Kline Leaves

"Bill" Kline to his associates, Supervisor of Morse Contract Service, Division 5, at St. Louis, has been transferred to Philadelphia where he will work with the new Plant Division 2. Prior to his departure an informal gathering of the Division Plant Office employees presented him with a scroll containing the signatures of all his associates in the Division Plant Office.

One of the attractions of the evening was some close harmony by a quartet composed of L. N. Stoskopf, of the General Office,

G. H. Querman, C. J. McGuire and L. L. Lucking.

Bell of Pa. Men Look Over Our Philadelphians

Our people in Philadelphia feel highly pleased at the spirit of mutual helpfulness and understanding which led the Philadelphia Traffic chapter of the Bell Company of Pennsylvania to hold its December meeting in the Long Lines offices in that city, although 99 per cent. of the.members of the chapter belong to the associated company. J. L. R. Van Meter, General Traffic Manager, was the speaker of L. W. evening. Gavett, president of the chapter, presided.

The largest turnout the chapter ever had sat down to dinner, which was served under the supervision of Margaret F. Foster. It was a regular Thanksgiving dinner, with Ma Armitage (in charge of the kitchen) doing herself proud, as usual.

After the dinner and address, the

operating and terminal rooms were thrown open for the inspection of the guests. The mysteries of long distance operation were explained by operators and members of the Plant Department.

The choice of the Long Lines offices as the scene of the meeting is indicative of the way our common problems are being met in Philadelphia, and is in line with the remarks made in a recently published interview with our good friend J. C. Lynch, of the Bell of Pennsylvania Company.

Shifts in the Line-Up

Traffic

Amelia M. Forrester, Operator, Philadelphia, to Service Observer, Division Office.

Florence T. Gallagher, Complaint Supervisor, Philadelphia, to Ticket Clerk.

Elizabeth Buckley, Operator, Pittsburgh, to Supervisor.

Jennie A. Crumley, Senior Operator, Pittsburgh, to Supervisor.

Mae V. Meagher, Senior Operator, Pittsburgh, to Supervisor.

Ruth G. Jones, Senior Operator, St. Louis, to Junior Service Observer.

Carrie G. Brenneke, Senior Operator, Kansas City, to Supervisor.

Gertrude M. Gerding, Operator, Cleveland, to Stenographer in



When in the course of human events it became necessary for Bill Kline to leave St. Louis, his associates gave him this declaration of friendship.

District Office.

Plant

J. W. Harrison, Equipment Attendant, Montgomery, Ala., to Chief Equipment Man in the same office.

Dot's Dizzy Chicago Trip

HEN our highly sensitive shears heard the appended allusion to themselves, they could hardly be restrained. But it's a good letter, and we managed to hold them back until the article went to the printer.

"Dear Babs:—That Association bunch at Chicago are some live wires, and they sure know how to entertain. You know me; if there isn't some jazz to toddle by, and some cuties to shake a mean shoulder with, I'm just not there, that's all. I stayed until they turned out the lights.

"Gee! I just wish I could tell you all about how every one was dressed, but you know how that old editor is. If I get a chance, I'll just tell him what a mean pair of scissors he wields.

"There was Sis Hopkins all dressed up, and I just thought I'd see if her hair was real, and it was. Say, she thought I was fresh,



Among the other distinguished guests at Chicago's hop were Jeff (Henrietta Teufen) and Mutt (Irene Allsop).

but I didn't mean to pull. Put and Take, and the Spanish Dancer; say, believe me, those society dames had nothing on her.

And listen, Babs, Charley Chaplin and the kid were there, and Bud Fisher's Mutt and Jeff—they were a scream—and then the old man and woman and newsboys.

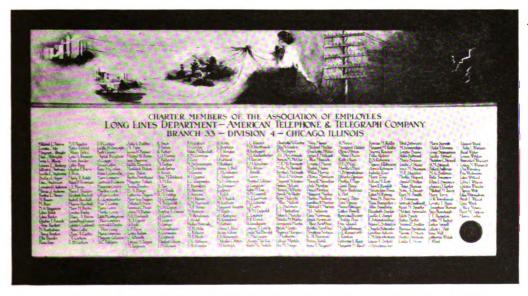
"Oh, Babs, if I wasn't afraid of those shears, I'd tell lots more. But you can bet I'll never miss another Long Lines dance. Bye, old dear.—Dot."

Buffalo Dresses Up

Buffalo Traffic girls stepped into the spotlight with a costume party. All were there from King

Hobo (Margaret Goldbach) to the traffic officer (C. V. D. Boltwood) who was kept busy watching the bootleggers.

After the all important trip to the diningroom, Reggie (Mildred Mehs) played the piano, and the guests sang and then danced some more. The party was brought to a close with a grand march.



Harold Howard, an engineer of the Illinois Company, executed this artistic roster, which hangs in the Long Lines rest room at Chicago.



WHAT IT'S DOING FOR YOU

G. A. Richardson, Atlanta, Tells What the Association Means to the Individual, in the First of the Contributions Suggested by the Association's Magazine Committee.

N November 17, 1919, a body representing the employees of the Long Lines Department met in New York and formed our Association, thus recognizing the principle that organization means unity of service.

During the past two years this Association has always worked with "one policy, one system, universal service, and all directed toward better service" as a commonly desired end; and it is felt throughout the organization that both employer and employee have reaped benefits.

The essence of our body is co-operation and not competition; its foundation rests upon reason and right. Our Association is a means. It is an aim. It is a method. It is a rule of conduct whereby we determine our industrial relations.

The most vital problem with which any industry has to deal is the human problem. The chief factor in the success of each employee must ever be the sum total of his own individual efforts and by increasing these efforts he develops an aptitude for acting in combination or association with others. The strongest bond of human sympathy outside of family relations should unite working people.

By means of the Association every employee is entitled to independence of opinion, subject to just and dignified criticism. He is also entitled to make his own mistakes and we must expect reversals as a result of experiments. Mistakes have been made and always will be made and the only lesson to draw is one of experience. No one should get discouraged because the Association forces upon us the necessity of clear thinking and the constant duty of decision, to say nothing of the responsibility of service.

Through the Association we choose our own representatives to handle our affairs and in choosing these representatives we have tried to be very careful that they do not waste ammunition shooting setting hens when they ought to be killing the wild ducks flying by. It may take some skill to shoot a setting hen, but we display far more if we bring down a wild duck.

Before the formation of our Association there was no collective reasoning among the employees. As a result of its formation the management has been enabled, on account of collective reasoning, to secure first-hand, practical information regarding the needs of the employees—instead of theoretical information. Prior to the coming of the Association most decisions were rendered in accordance with established precedent. We have broken precedent in forming our Association and as a result all decisions are carefully weighed before they are rendered, as no one knows exactly how they will work.

The Association imposes upon each one of us the duty of finding out all we can regarding the other fellow's job and the conditions under which he works; and no one knows just when he will be called upon to render a decision in connection with these important matters.

The question of class representation or class feeling should not exist. However, we find ourselves bumping against it at times, just like the farmer who had the old log in his field every time he plowed. One day a neighbor asked him why he did not get rid of it, and the farmer replied: "It is too soggy to burn, too tough to split and too heavy to drag away, so I just hit it a lick and knock off a chunk every time I pass." The class proposition is the same in that we must do all in our power to represent all employees in our deliberations, regardless of class.

Each one must remember that in the Association he is his brother's keeper and

while no man who refuses to walk can be carried very far, yet there are times when we all stumble and halt; and at such times we all need a helping hand. To be permanently effective, aid must take the form of helping a man to help himself and we can best help ourselves by joining together in the work of our Association. It is of common interest to all. And to make our Association a complete success, we must learn to carry not only our own weight, but a little more.

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We are not merely wage earners; we are producers, and as a result of the formation of our Association we are enabled to obtain a clearer view of the entire workings of the Long Lines Department. In this way we have developed a feeling of co-operation toward our officials.

Many questions that arise are of a local character and are settled in a particular locality, while others are handled in the General Assembly. The manner in which

the various questions have been handled is ample proof that the Association is a permanent organization and that the relations between the employees and the management are on a much more mutual basis today than at any time in the history of the Long Lines Department.

The solution of all difficulties and differences of the employees and the management will be found in Association methods:

namely, reasonableness, conference, debate, examination and judicial determination of rights, wrongs and possibilities.

Ours is an association of employees, for employees, by employees, with full consideration for and co-operation with the management. Its stability rests on reason and right.

Some people find fault with the Association, but when you meet these people just remember that it takes only a thimbleful of brains to find fault, and a tubful to create a feeling of confidence in advancing any constructive policy. The opinion of the masses of the employees is far more reliable than that of any individual. If two heads are better than one, how much more valuable are several thousand!

As It Was In the Beginning

(Continued from page 17)

Such was our early life at 105 Quincy Street, where we stayed about three or four years. We then moved out to Morrell Park, a district so named for the park that it was hoped it would be. To reach this beautiful suburb, minus sidewalks, sewers, etc., and where the streets were lighted by oil lamps, it was customary for the officials to come out and return on the funeral train. The passengers were pretty gloomy on the outgoing trip, but usually full of cheer on the return trip, mourners having both buried their dead and drowned their sorrows.

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Our new office was equipped with the latest and most up-to-date equipment. Who of us had ever heard of self-restoring drops? And what a time we had training the operators to keep "fingers off drops." Here we had our first real lunch and rest

room. Tea and coffee was served, but the girl who forgot to bring her lunch was quite apt to go hungry unless someone else divided lunch with her as there was not any store within two miles where we could buy anything.

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In the spring time our chief pleasures at noon were picking violets and chasing snakes in the prairies. In winter, during

heavy snow storms, we frequently had to call up a livery and send a carriage for the girls, as the street car could not get through the drifts. We have ridden to the office in all sorts of vehicles, from snow plows to fire or police wagons, and walked the last two miles when we could not get other means of transportation.

How we hated to give up our country home to come downtown, notwithstanding its inconveniences; but like our city, we progressed so rapidly that in a few years we outgrew the building and had to move back downtown where we are still spreading out and will continue to do so to the end

of the chapter.

T may take

some skill to

shoot a setting

hen, but we dis-

play far more if

we bring down a

wild duck."



The best of friends must part, and the Plant Division 1 office force, shown in the picture, has been divided to furnish the crew of the good ship "Division office 2," Philadelphia.

Plant Division 2 Personnel Chosen

ITH the formation of Plant Division 2, with headquarters in Philadelphia, came the necessity of providing the personnel to man the new division office. To do this the members of the old Division 1 office, numbering about 130 in all, were divided into two sections. One of these will continue as Plant Division 1 office, in New York. The other, comprising about sixty employees, will move to Philadelphia and take up quarters on the sixth floor of the Bourse Building.

The exodus will take place about the first of the year, when the majority of the members of Division office 2 will begin their duties in new surroundings. The rest, chiefly members of the accounting force, will assist in closing out the 1921 business of former Division 1 and follow the first contingent during the month of January.

Teaming Up

(Continued from page 4)

of the Department as a whole, and brings to mind Mr. Stevenson's remark that this game of ours is about the only sort of game in which all the players, regardless of the side they are on, can win.

When I say team up with each other, I refer not only to relations between individuals within the same department, but also to the different departments.

A most gratifying interest is now being taken by the Plant Department in Traffic's per cent of calls completed. In nearly

every testroom in the System you will find posted daily "our" per cent of calls completed and widespread interest in the daily progress. If there is a temporary slump the Plant men are eager to know whether any sin of omission on their part was responsible. They feel Traffic is their biggest customer and must be well looked after. Testboard men, equipment men and linemen are in on what we are trying to do and why. As a result, there is an increasing amount of preventive maintenance, which makes our work go more smoothly and our service better.

And then—last, but not by any means least—we want to team up with all of the associated companies in the same spirit that we would team up within our immediate outfit; working together with them as one big family to make the Bell System in every hamlet, town and city a symbol of faithfulness, integrity and service.

Detroit Entertains Toledo

The most pleasant surprise at the masquerade given by the Detroit Traffic Branch was an excellent delegation from Toledo. Through the efforts of the reception committee, everyone soon knew everyone else, and the prevailing atmosphere of good fellowship made all feel free to enjoy themselves fully.

Minneapolis Says Good-Bye

A farewell surprise party was given in honor of Helen Messenger, when she was transferred to Los Angeles, by the girls of the Minneapolis Traffic Branch.

Cheer Up

Philadelphia Bazaar Realizes More Funds to Spread Happiness Among Shut-Ins.

ROUGH money to carry on its work for months to come was realized by the Philadelphia Cheer Up Club at its bazaar held in the rest rooms of the Bourse Building on the afternoon and evening of December 15th. Over a thousand articles, largely the work of our own people and their friends, were donated and disposed of. Some of them came from patients now at Stony Wold, the big sanatorium in upper New York State.

Eleven hundred people, our employees, with their families and friends, officials of the Long Lines Department and the Bell Company of Pennsylvania attended and entered with zest into the buying. F. A. Stevenson headed a delegation from New York headquarters and was joined in Philadelphia by J. C. Lynch and a group of the associated company executives.

The Philadelphia girls worked for weeks in preparing for the bazaar and are receiving congratulations for the splendid results achieved. Dozens of the Traffic and Plant people lent their services in the preliminary work, but the Cheer Up Club committee, composed of Misses A. M. Oetinger, A. M. Brown, D. G. Forman and M. F. Foster, was actively in charge and carried the affair through to its notable finish.

The sales features occupied the greater part of the afternoon and in the evening the dining room was thrown open for dancing, which continued until eleven o'clock. Innumerable articles, varying from baby carriages to live roosters, were raffled. and for a time personal conflicts seemed imminent between the associated company and our own group of officials over possession of a distinguished looking white rooster. Calm was restored, however, when Miss Rose Meehan, a Long Lines clerk, drew the prize.

One of the most popular attractions was the corner in which everyone had a chance to back his or her favorite office in the Long Lines system—by the simple expedient of depositing either a small or large amount of currency and waiting for the wheel to indicate whether a wise selection had been made. Miss Mary T. Reuse, incidentally, proved adept at this game.

At eleven o'clock everything had been disposed of, either by direct sale or by the awarding of prizes—except that Madam Zitka, the world-renowned fortune teller, found herself booked up for two months in advance in order to meet the unfulfilled part of her schedule.

The Philadelphia Cheer Up organization, formed in 1920, has as its purpose the spreading of good cheer among co-workers who are shut-ins or who for any other reason need assistance beyond the scope contemplated by the Company's Benefit Plan.

F. L. Devereux Back

Frederick L. Devereux is back in New York. Mr. Devereux, who has a wide circle of friends in this Company—not to mention innumerable others throughout the Bell System—is again at 195 Broadway, as sales manager of the Bell Telephone Securities Company.



Imagine hundreds of people crowding around these booths and you'll have a fair idea of Philadelphia's big Cheer Up bazaar

Det

Down the Alleys

Pins are Falling in Every Corner of the Country

OWLING as a steady recreation is gaining in popularity among our people—both women and men—every-Much interest has been shown in the Association's tournament this fall. Since the first of November, three Plant and one Traffic leagues have been knocking the pins cold, week by week. To date the high game of 150 pins rolled by Miss Kochun of Cleveland has not been equaled by the girls in the tournament. Mr. Soloman of Minneapolis still holds the record among the men of 246 pins for one game.

Prizes have been provided through an appropriation from the Plant and Traffic executive offices. A fitting trophy will be awarded the winning team in each league and a bowling ball with carrier will be awarded to the bowler having the highest average for at least three-quarters of the games his team is scheduled to roll. After having rolled 75 per cent. of the games, any bowler may direct the bowling committee to consider the average he has made as final. On the other hand, if he so wishes, he may continue his average, improving it possibly, until the end of his league schedule.

The Springfield-Kansas City match scheduled for the week ending December 3, 1921, was postponed at the request of Springfield due to storm break conditions.

The annual telegraph tournament will be conducted in the latter part of April. The prizes for this event will be worth trying There is a large trophy for the fiveman event, a trophy for the doubles and a bowling ball with carrier for the singles and one for the high total of all events. Any team will be eligible for this tournament

whether it is in the weekly tournament or not.

Abowling league has been organized in Chicago, which is known as the Testroom Bowling League, composed of our

employees and Illinois Bell Co.'s testroom forces. All games are played on the alleys in the new Franklin Building at 311 West Washington St., and will continue every two weeks until March 22nd.

The standings of the teams in each league of the Association's tournament in the first week of December are given below:

Universal League Traffic and Plant Girls

Was Tast

	Won	Losi	Pci.
Cleveland	9	0	1000
Buffalo	5	4	555
St. Louis	4	5	444
	-	5	444
Omaha	-	5	444
Indianapolis		Ř	iii
Syracuse		0	111
Buckeye L	eague		
-	Won	Lost	Pct.
Minneapolis	. 11	1	917
Maumee No. 62	11	1	917
Cleveland		5	583
Indianapolis.		5	583
Maumee No. 125		7	417
Omaha	_	7	417
Beaverdam	. =	7	417
		8	333
Chicago		8	333
Davenport		11	083
Fort Wayne		11	000
Keystone I	eague	:	
·	Won	Lost	Pct.
Reading	. 10	2	833
Harrisburg		2	833
Philadelphia		2 7	833
Baltimore		7	417
Scranton		8	333
		8	333
Washington	. ~	9	250
Pittsburgh	_	10	167
Elkton	. 2	10	101
Empire L	eague		
•	Won	Lost	Pct.
Denver	•••	2	833
Buffalo		4	667
Dunaio		-	

Springfield.....

Atlanta......

Syracuse.

St. Louis . . .



This is the way they do it in Minneapolis, as pictured by Miss Gladys Hansen.

With the bowlers in the Kansas City telephone league rounding into their 13th week, we still find the Long Lines teams in 1st and 3rd places. As our teams are tied for

583

556

444

417

250

250

JANUARY, 1922 ONG INES

these berths, we expect to maintain these positions when we meet our next opponents. The following is the ranking of the teams early in December: Long Lines No. 2, S. W. B. No. 1, Long Lines No. 1, W. E. Manuals, W. E. Automatics, K. C. T. Office, K. C. T. Plant, S. W. B. No. 2.

The Minneapolis Traffic office has two bowling teams, composed the Misses Sullivan, Ettner, Kolstad, Ostby, Smith, Wensole, Hauskins, Hansen, and and captained by the Misses Baker and Victorian. They bowlevery Wednesday night at the Leamington Hotel alleys.

"Not mentioning any names," writes our correspondent, "but her

initials are Nellie Baker, one of our bowlers scored 183, and the average score of the girls is over 100.

"The one bowling the highest score receives a box of candy, so besides winning against the opposing team, there is always

something to aim for."

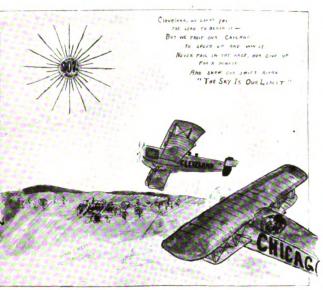
The annual interdepartmental bowling league of the A. T. and T. Company at New York, comprising 17 three-man teams, 11 from the Long Lines and 6 from the General Department, opened its season on October 24th, and the schedule extends up to April 25th. The matches are rolled on the Park Row alleys, and there are usually a number of enthusiastic rooters on hand. Each match consists of two games, and the total pin-fall determines the winner.

At the time of going to press, 3 teams are tied for the lead: Long Lines Accounting, Long Lines Commercial No. 1 and

Long Lines Engineering No. 1. The high team score for the two games is now 1152, and is held by Long Lines Accounting. High individual average of 178¾ is held by R. G. Keeler, Long Lines Accounting. High individual score for one game is 234, made by J. M. Stafford, Long Lines Commercial No. 2.

Substantial prizes are offered for the winning teams, for high team scores, high

in dividual score, and high in dividual averages.



"On with the contest! No rest 'til all compete, to chase the cancelled calls 'til they surrender and retreat," chants C. H. M., Chicago.

N. Y. Quintets Vary

Appar-ently the New York basketball teams are unable to strike the so - called "happy medium. The 195 Broadway five has made a remarkably successful showing to date, while the 24 Walker St. combina-

tion has been as consistently unlucky. The first named quintet has won four of the five contests played and only lost the fifth to the New York Company's Manhattan Plant aggregation, last season's champions.

On the other hand the up-town five dropped its first four games but won the fifth. That may mean that the team has been slow in getting started and is just finding itself. Then again it may not. However, the season is young yet and there is plenty of opportunity for changes in both fortune and form.

"Spare Us"

A Minneapolis student at an inward position answered a signal coming in on a spare drop circuit. The operator, receiving a report of "busy" on her number said, "Call me." The student answered, "All right, Spare Drop, I'll call you."

Light Punishment

Oklahoma City Crime Wave Involves Chief Executive of Branch No. 105

EAR Editor: Down in Oklahoma City they called a meeting of the association one nite. Its awfully hard to get all the girls to come sometimes, so Miss Sellers, the president, decided to do the lady bountiful stunt and gather 'em all up in a machine.

"So she did and as we were all headed association-ward, out steps a combination of blue coat, brass buttons and a nasty manner, and waves for her to stop. Needless to say she did.

"Followed, a long altercation in subdued tones. There was nothing for us backseaters to do but conclude that here was a clandestine love - affair - sure - 'nuff, but after we had started on, we began pressing her for details.

"She turned upon us with scorn, and announced that we were arrested. 'Arrested!' Well, to make a long story short, it seems that we were short on lights so the 'constabule' just had to take her number.

"I thought it was awfully silly to make such a fuss about such a little thing, but nevertheless Lora had to go to court next morning and tell of the sordid affair. With Bebe Daniels' experience fresh in our minds we were already planning on a course of good cheer, to make prison life easier for the locked-up buddie. But the Judge, a man with a heart, only said, "Two and," and Lora went her way rejoicing.

"N. B. The association have unanimously voted to travel via the street car

next time.—A Member.

"P. S. I forgot to tell you that the enclosed is a picture of the accused. Also I want to tell you what an operator told me she said every night before going to bed. It is fine, try it on your piano.

"Now I lay me down to sleep,
I pray a perfect score to keep,

If I should die before I wake (Saints forbid!)

I pray at least a 90 to make. Amen. "And while prayers are in order, dear

Editor, let's all pray for a new typist—that's me."

Adam Young

Thirty Years in the Service

"SAY, what in tarnation be ye doin' over thar," asked a farmer of two technical men who were planning a relocation of a section of our New York-

Chicago line.

"Well, sir," replied one, "we don't want to trespass, but you see we are with the telephone company and we have to move these poles out of the way of the new road."

"New road ain't goin' way over thar, be it?" queried

friend farmer.

"Yes, sir. You see, they are going to remove this sharp corner and they'll have to come over in your field to do it."

"Well, I'll be durned! You and the highway and everyone else can get out of that thar corn field and stay out. I aint a goin' to have my farm chopped up into roads and telephone poles. Paid ninety dollars an acre for it twenty-

two years ago and I ain't a goin' to give it away to no one. Come on out of there 'fore ya tramp on any of that corn and don't ye go settin' any poles in that field. Who's that up in t'other end the field?"

"Why, that's Adam Young, our section lineman."

"Be you fellers workin' for him?"

"Yes, sir," very meekly.

"Well, well! Say, Adam and me's pretty good friends. Known him twenty years or more. Fine feller."

"Yes, sir, he sure is," gaining courage.
"Well, you fellers just go ahead if you're with Adam; but don't tramp down any

more corn than you can help. Guess I'll go up and visit with Adam a while."

And there you have Adam Young, Section Lineman of the Ebensburg (Pa.) Section, District 23. Idolized by every farmer in his section, his name is an open sesame to the hearts of everyone living along his lines and more than one field telephone man has enjoyed a good home-



It's hard to believe that the pleasant looking President of Traffic Branch 105, Oklahoma City, could be arrested, but—read the story

cooked meal and a comfortable night's lodging just because he worked for the same company as Adam.

Thirty years of trimming trees and not a property owner but what would say, "Well, if they have to be trimmed, go ahead and trim. I know you'll be fair and do a good job."

If on some stormy winter's night, we should unfortunately suffer a line failure up in the storm swept country over the backbone of the Alleghanies, we would not be the least surprised if, before we could leave our warm and comfortable homes and arrive on the scene of broken poles and tangled wires, friend Adam would have erected a temporary line, and have half if not all of the circuits working, having been helped in his endeavors by voluntary aid from his friends, the farmers of Ebensburg.

N. N. White

Division Traffic Engineer, Chicago, Starts His 35th Year in Wire Service



Got a wire problem? Ask N. N. White he knows. He's been solving 'em for 35 years.

WENTY
one years on
the Long Lines
firing line, with his
Western Union experience, starts N. N.
White, Division
Traffic Engineer at
Chicago, on his 35th
year of continuous
employment with
the wire companies
on January 1st.

Back in 1884 he became much interested in the development of the wire industry. He was industry. living in Charlevoix. Mich., at that time, and as there didn't happen to be a telephone office in that part of the country, he decided to start work in this great field of endeavor by hiring out with the Western Union

Company as a messenger boy. During his novitiate he spent his spare time in learning the why and how of the dashes and dots that he heard so often in the testroom. In 1886 he branched out as a

full fledged Morse operator.

In this capacity he served the Western Union Company Charlevoix. Milwaukee and Chicago until October. 1900. when he transferred his wire experience to the A. T. and T. Co., as repeater attendant at the Maumee, Ohio. test station, at that time under the management of J. L. R. Van Meter, our present General



They use Adam Young's name to conjure with around Ebensburg, Pa.

Traffic Manager.

Mr. White grew with the development of the business, entering the Traffic Department in 1904. His good work during these early years won him promotion at the first general reorganization, at which time he was placed in charge of District 45, with headquarters at Maumee. Since that time he has been advanced to similar positions at Detroit and Chicago, and in the reorganization of 1920 he was made Traffic Engineer in the fourth division.

The diversity of his experience, especially during the development period, brought him face to face with a great many new problems; but dyed-in-the-wool telephone man that he is, he applied himself to them all with untiring energy. Attaining the same degree of success as an engineer that he did as an executive, he is still carrying on in the front line trenches and the Bell System wheel of progress always moves when it feels his shoulder.

A Subscribers' Luncheon

"Should auld acquaintance be forgot?" was answered with a decided negative when the Southern Bell Company entertained at luncheon subscribers who were listed in the company's directories in 1884, and who still appear in the 1921 listings.

The guests of honor have seen Atlanta grow from a small town to the city it is now, and have watched the telephone service keep pace with the population.

From a Window on the 25th Floor

If you are interested in thrills, just study the snapshots on this page and see what we have been watching for the past few weeks, as day by day the human flies have climbed around on the girders that are fast being put into place in the new part of the

Telephone and Telegraph Building at 195 Broadway, New York.

Just when you are most absorbed in your work someone exclaims "Look, just look at that man!"

And lo and behold, we see him balancing himself on the girder as it swings up in the air, high into

space. Then, when it has reached its place alongside the upright girder and is miraculously held in place by a few bolts, the man scrambles off the derrick and onto the girder, puts a few more bolts and nuts into place, and rides through the air back to level ground.

The movies are entirely unnecessary. Daily we feel the motion of our hearts quickened as these

brave men go about their tasks, seemingly unconscious of the danger they are in. Go about their tasks with a smile, a nod to the onlookers, then a snatch of song!

Watching this great piece of work makes one feel that he is only a little part of the whole, but as these small parts are put into place in the big building, so each one of us is fitted into a place in the organization.

Are we in our right place, and if so, are we filling it to the best of our knowledge and strength?—S. K. VAN D.

It takes forty-nine muscles to make a frown and thirteen muscles to make a smile. Why work overtime? —Colgate Clock.

We Do!

O the tune of the jangling telephone bells,

The noisier note of long distance yells, We work.

To the screaming tones of the saxaphones, In spite of the creaks in decrepit bones, We dance.

To the cries of the starving, the weak and

the sick,

And the numberless horrors that each one may pick,

We laugh.
With the throes of
the drama, the

heart throbing play, And the wonder-

ful end of a beautiful day, We weep.

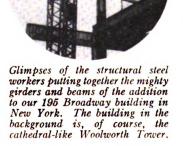
With motive concealed and

often blasé;

No emotion revealed, as the story books say,

We gamble.
Not a purpose before, nor a
purpose behind,
Without even a thought of
what's in our mind,

We write.—W.N.R.



H. S. Brooks Appointed

H. S. Brooks, Assistant Vice-President, A. T. and T. Co., has been invited to be one of the vice-presidents of a committee to secure the removal of the old post office in New York, just off City Hall Park, and restore the park to its original dimensions. The committee is composed of members of Sons of the Revolution, New York Historical Society and Valentine's Manual of Old New York.

A Virginia Splice

Edmund J. Peters, Chief Equipment Man, Lynchburg, Va., and Miss Susie M. Elliott, former toll operator, Covington, Va., were married at the bride's home, Covington, Va. After visiting Mr. Peters' home in Lenox, Mass., they will make their home in Lynchburg.

Gleaned in Chicago

HIEF Testboard Man G. L. Salisbury has inaugurated a series of evening meetings to which the men who bear great responsibility for the success of the Company's service are invited. Two meetings have been held so far, and both were well attended by representatives from Chicago and Morrell Park.

The object of the gatherings is to exchange ideas for the betterment of the service, and to promote good fellowship and closer relationship between the employees of the Morrell Park and Chicago test rooms. Each man is called upon to give his ideas in regard to anything which might benefit

the service. If the idea suggested is worthy of consideration, some lively discussions follow. Much good has already been accomplished at these meetings.

T. E. Phillips has returned to work in the Chicago testroom after an abof several sence weeks due to the reopening of wounds received during the war. He served with the Canadian contingent throughout the entire four vears of the war and was wounded four times. He has been awarded several medals.

A new addition is being built to the Morrell Park office building, made necessary on account of the installation of carrier equipment and the increase of other phases of the Company's business. Several of the Long Lines men hereabouts have installed wireless outfits in their homes and spend their evenings listening to the grand opera stars while enjoying all the comforts of home. One claims he can hear the Westinghouse band in Pittsburgh and church services in both Pittsburgh and Newark, N. J.

Mr. Burkhalter Dead

Edward Burkhalter, repeater attendant in the Kansas City testroom, died November 18th of injuries received in an automobile accident. All join in extending sympathy to his widow and relatives.

Any Ideas?

Safety Booklet Committee Wants Them from All Plant Employees

URING the last meeting of our Association's Executive Committee, members of the General Plant Board and the General Plant Manager agreed that, while a great deal has been done, much more might be accomplished toward eliminating accidents in the Plant Department by the employees and the management attacking the problem in a co-operative way.

Plans were discussed and agreed upon for compiling a booklet on "Safety" to be distributed to all Plant employees when completed. A joint committee was appointed, consisting of H. M. Warke, W. K. Barry, E. W. Higbee, representing the Association of Employees, A. S. Campbell and L. S. Crosby, representing the General Plant Manager, and H. S. Percival, representing the Engineer.

This committee has prepared a gues-

This committee has prepared a questionnaire to be filled out by each Plant employee, and from the data received it will get out a booklet that will contain the ideas of the employees and will be the co-operative accomplishment of the employees and the management.

These questionnaires are being forwarded to the executive committees of each branch through the office of the Secretary-Treasurer of the General Assembly. The executive committees will be instructed to furnish each Plant employee with a copy and when the questionnaires have been filled out they will be returned to the executive committees, who will forward them to the Secretary-Treasurer of the General Assembly. It will then be a matter of watching for further results.

Hog Tied Wires

Reports reach the Kansas City testroom of a farmer living near Wyaconda, Mo., on the **Burlington - Kansas** City line, who, after becoming enraged at a certain hog, threw a length of dog chain at the animal. That the hog was an artful dodger is evidenced by the fact that wires 3 and 4, which appear on the top arm of a 25-foot pole at that point, were immediately crossed up by a piece of the dog chain.

Shuffle

The Telephone Club, New York, is conducting card tournaments. Bridge contests are now being held on the third Wednesday in each month, while the first pinochle contest took place on December 19th.

SNAPSHOTTING THE BOOKS

F you want to forget the war, our advice is not to read "Three Soldiers," by John Don Passos.

"The mind, relaxing into needful sport,
Should turn to writers of an abler sort,
Whose wit well managed, and whose classic style,
Give truth a lustre, and make wisdom smile."

iron out many a frown and bring a smile to the most sombre face.

But if you are willing to go through gruesome and perhaps unnecessary details, read the book—and we challenge you to come out with unbiased opinion. Either your ideals, if you had any, will be shattered; or you will attribute the stand taken to some of the unfortunate but nevertheless inevitable experiences of such a colossal conflict. Floyd Dell, the author of "Moon Calf," has developed tremendously in "Briary Bush," the sequel to that book. He has outgrown the individuality so manifest in "Moon Calf." We liked this story of a modern married life, nor do we feel that we liked it merely because it continues the story of the previous volume.

We found "The Pride of Palomar," by Peter B. Kyne, a pretty romance of southern California, with a hero of Spanish descent and a lovely, though stereotyped, daughter of an American business man. The Japanese question is skillfully woven into the plot. Has endeavored to show us the various stages In every woman's life.

Rose Macaulay in "Dangerous Ages"

Our ideas of contemporary British statesmen, if any, have been gleaned from the unsatisfactory and somewhat doctored columns of the daily papers. Anyone who enjoyed "The Mirrors of Washington" will find "The Mirrors of Downing Street" an even more scintillating and reckless unmasking of the lives of British statesmen. We feel that the Gentleman with the Duster, the anonymous author, has laid bare the best as well as the worst in these men.

It may be true history, But is there no mystery— Is everyone's life such a strife?

"The Glass of Fashion," also written by the Gentleman with the Duster, upbraids English high society in no uncertain manner. It is a public rebuke, administered in a highly entertaining way, but it "The Girls," by Edna Ferber, is entertaining enough. It is a story out of the lives of three Chicago spinsters—Charlotte, aged 74; Lottie, 32, and Charley, 18. The muddy, sprawling, mid-western city of earlier days is pitilessly sketched, and the innermost thoughts of the ladies in the case are exposed with equal candor.

makes us wonder if we Americans had not better see if our own hearthstones are brushed and clean.

Hall Caine has told an extremely strong story of the Manx people in "The Master of Man." It is vivid and colorful, its characters and plot are carefully and interestingly developed; but it leaves a sordid impression. If you want to know the man's side of an always pertinent question, read this book. But if you are looking for something cheerful, leave it alone.

"Noah, an' Jonah and Cap'n John Smith," by Don Marquis, is a book of nonsensical verse that will

A small volume of verse by a prisoner, "B.8266, —— Penitentiary," has been published under the title of "A Tale of a Walled Town." Although the poetry itself is at times less than mediocre, there are also times when it is decidedly good.

A One Night Stand

S a tribute to the hard work of District Board 16, representing Buffalo and Syracuse, which convened in the latter city lately, the members of Branches No. 122 (Traffic) and No. 24 (Plant) staged a dramatic production entitled "Eat and Be Merry" at Onondaga Valley in honor of the board members. District Plant Superintendent M. W. Ingraham, and District Traffic Superintendent Boltwood were invited as honorary guests.

Promptly at 6:30 p. m. the curtain was rung up on the first act (a hearty scene in general) billed as "Grub," with an all-star cast. Even the most severe critic had to admit that this opener was far from amateurish. Encore after encore was necessary before the curtain finally fell on the introductory number.

A sketch, "Eatanrun," was skilfully put over between the acts by the Big Five, who were scheduled for several other acts at the Kitchen, Traffic and Testroom Theatres and could devote only a few minutes to this number.

Act two outshone and outclassed act one entirely. The dancing was superb, the witticism original and the entire cast kept the house in one continuous uproar of merriment from first to last.

But good things must end sometime and this production came to a close with act three. Scene: Onondaga Valley teststation. Place: Recreation room. Time: 11:30 p. m. Home Sweet Home was played by the Victor

played by the Victor Orchestra, while the heart-rending "Fare thee well" marked the ringing down of the curtain for the evening.

All star cast of Onondaga Valley thespians who staged the gastronomic success "Eat and be Merry." The piece was remarkable for its polish and it took several encores to appease the enthusiastic audience.

High Time in N. Y.

SAY, field folks, you don't have anything on General Plant Office. Branch No. 14 had a party on the night of November 29, at 195 Broadway, New York. It wasn't a picnic with ants in the food nor one of those rainy day outings with everybody wet on the outside and dry within: This was a regular dinner dance affair.

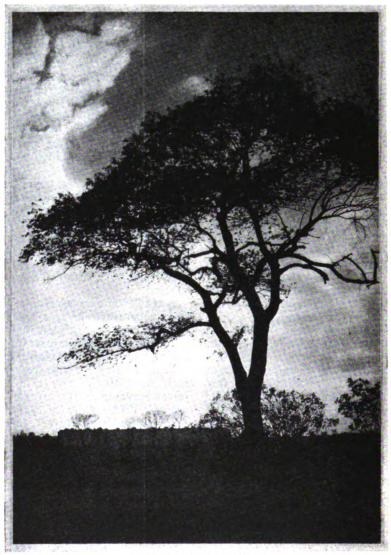
There were many novel features, but two in particular. We didn't have any after-dinner speeches. Then the dance. Never saw so many balloons before; looked like everybody was blowing bubbles. When we got to bursting them the orchestra got jealous and tried to blow up the bassoon and burst the drum. But they didn't succeed.

After "Home Sweet Home," more punch and everything, elevator No. 10, loaded to its capacity, was headed at full speed for the cloak rooms, when it stuck dead still halfway between floor eight and floor nine.

Wails of anguish rose from the elevator, such as "Blame this thing! Train for Jersey leaves in eight minutes," "I promised my wife I'd be home by 10:30," "Oh, dear, what will my mama say?" From the floor above came such comforting expressions as "Floor, please?" and "Take a tip from the tiger and don't forget your daily dozen."

At last the hook and ladder crew arrived and we abandoned ship. Everybody landed on terra firma with more or less depreciation to glad rags, and much to the embarrassment of two or three fat men.





HONORED BY THE JUDGES

"Afterglow," entered by I. E. Lattimer, President of our Association's General Assembly, in the New York Telephone Camera Club exhibition, in which he received honorable mention for his group of five studies.

The Little Lost Call

(Continued from page 11)

got through but found that the man she was calling had just left town and she wouldn't be able to reach him today. When she explained this to her subscriber, he told her to get Mr. Johnson. They told her Mr. Johnson was busy then but would talk at 11:30. That was satisfactory to the calling party, so she let the call ride till then. This story had a happy ending, for they talked."

"How do you know?" demanded Bill.

"By this calculagraph stamp on the back of the ticket," I answered. "A great deal of attention is paid to timing, to prevent overcharging the subscriber or loss to us."

"What do you do with the calls when they are completed?"

"They are sent to the rate clerk who figures the total charge and notes it on the ticket, which is filed away to be sent to the auditing office next morning."

· Intelligence radiated from Bill. "Say," he said. "I'm beginning to see why a cancelled call is such a tragedy to you people. Am I interested? I'll say I am!"

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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C. H. FULLER General Commercial Representative

E. T. WRIGHT Commercial Engineer

B. A. KAISER
Representative on Railway Relations

W. F. BELL Division Commercial Supt., Chicago

H. McDonald Commercial Representative, Boston

Commercial Representative, Philadelphia

T. N. LACY
Division Plant Supt., Atlanta

Commercial Representative, Atlanta

V. C. BARLOW Commercial Representative, Cleveland

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Special Cable and Cost Studies

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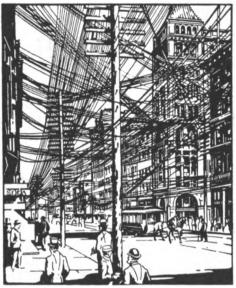
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A scene on Broadway, New York, in 1890, showing the density of wires.



The same scene after the overhead wires were replaced by underground cables

Improvements

THE history of the telephone is a record of constant improvement. Only by numerous inventions and ceaseless research for new and better ways has the present standard been reached.

Two-score years ago the telephone could hardly carry the human voice across a city. Now it carries it distinctly across this great continent. The once familiar network of overhead wires in large cities has been replaced by systems of underground cables, each cable containing thousands of slender, sensitive wires.

Switchboards, once primitive devices, called upon to handle only a few connections and limited in their workings, have now become great and precise mechanisms through

which the volume and complexity of telephone traffic is handled with mechanical perfection.

With the continued growth in the number of telephone users, there is a continued increase in the problems of speed, accuracy and speech transmission.

These are the problems forever before the scientists and engineers of the Bell System; and the solution of these problems, in advance of necessity, is the objective of this great body of specially trained experts.

The Bell System will continue the improvements necessary to maintain its standard of service, which is the best and cheapest telephone service in the world.

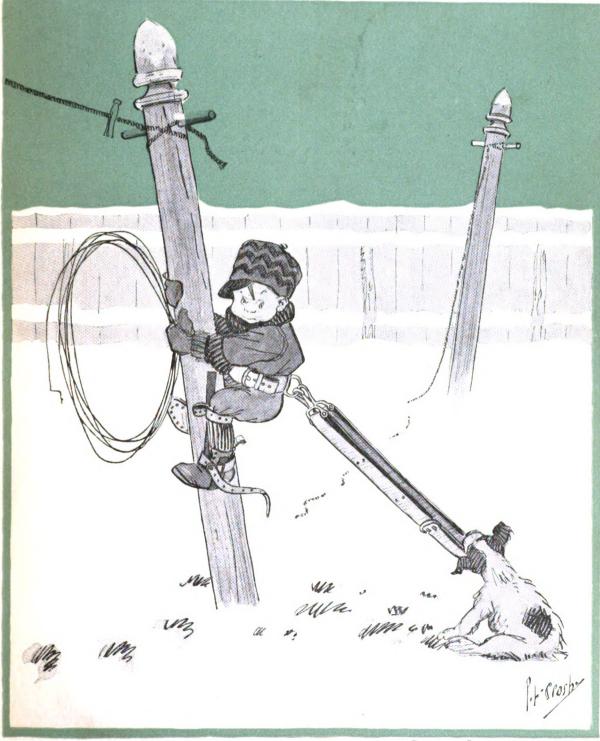
"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service

ONG INES

FEBRUARY 1922



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Bad Break on Backyard-Clothes Line

PRACTICALLY everybody who has seen Mr. Crosby's cover illustration has at once said: "Ha! Chip of the old block, eh?" Then they'd stand back and smile. And the nice part of it is, that is just what we were hoping they would say and do.

For it's one thing to get a kid picture that fills the specifications, you know; and quite another to get one that reaches out and touches something responsive

under your necktie-or necklace.

With a few of us, at least, the Chip has done that. With one of us he has done more: sent memory scurrying back through the years to the corner of Crescent and Mulberry Streets, Harrisburg; somewhere in the early nineties. Gosh, how we did envy that coal wagon driver! — the first we ever

driver! — the laid eyes on. I'm gonna be," "when I grow

Here's hopsticks to his tion. There's in the more race for kids do something ful, and are engrow up and



"There's only one way to keep my models happy," says Crosby. "Feed'em."

first we ever
"That's what
we told 'em,
up."
ing the Chip
worthy ambiroom to spare
or less human
who want to
really usecouraged to
do it.

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. 1., NO. 8

T. T. COOK, EDITOR

FEBRUARY, 1922

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

OUR RESPONSIBILITY

"FOR the present efficiency and future development of the telephone we are responsible to the nation. There is no other system than the Bell System that at all compares with it in the extent of its service and of its responsibility. Indeed there is no other system of any kind in the field of public utilities that carries the entire responsibility for a national service.

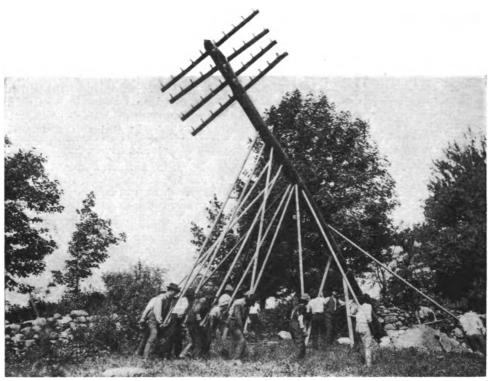
"American commerce depends upon the perfection of that service and in a considerable measure world commerce does, too. In addition, there is no other public service that enters so thoroughly and intimately into the daily life of the people. . . .

"The telephone had its inception in America. In respect to invention, engineering, manufacturing and operation, the American telephone system has been the pioneer for the entire world. It has set the standards. In no other country has the telephone been developed so that it can be used by so large a proportion of the people. In no other country is the telephone used by so large a number of people, or so steadily through all the 24 hours of the day and the 365 days of the year. Nowhere else is the service so good or so cheap.

"In the fame and in the responsibility of these achievements you participate. To carry on the work to a still more perfect service is your privilege, and the privilege of your associates and successors. And furthermore, it is your great responsibility."

From an address by H. B. Thayer, President, American Telephone and Telegraph Company, to the Telephone Pioneers of America





An old-time picture of a gang raising a 40-footer, with hardly a man piking in accordance with later and safer methods

MAKING HISTORY

A. S. Campbell, Plant, N. Y., Outlines Part of His Work in Building the First Long Lines

N MARCH 3, 1885, the American Telephone and Telegraph Company was incorporated. Subsequently the following officers were chosen: Theodore N. Vail, President; Thomas B. Doolittle, Vice-President; Edward J. Hall, jr., Secretary, Treasurer and General Manager.

Immediately upon the incorporation of the Company, the line between New York and Philadelphia was projected. W. H. Fairbank, who had been associated with all previous telegraph construction since 1860, was appointed General Superintendent of Construction.

It was about this time, the spring of 1885, that I returned to New York rather broken in health from a pretty rough experience in Texas. With Fairbank and others I had gone down there in 1884 to build some lines for the Baltimore and Ohio Telegraph Company. Well, we got rather more than we had bargained for in the way of difficulties. In fact, it got quite

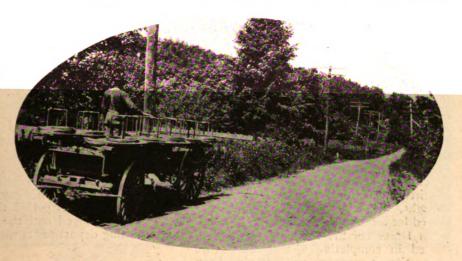
hot down there, what with shooting frays. dodging sheriff's posses, the county jail and other things. So as a sort of anti-climax we—having finished the job—all shipped back to New York, paying our own fares.

In New York, I met my old friend Fairbank, who had returned at an earlier date. He told me to "lay low," that he thought there were great things coming in the near future. Along in July, 1885, at my old home in Maine where I had gone to recuperate, I received a telegraph message to report at once in New York.

On reporting at headquarters I was instructed to organize a gang to construct a line between New York and Philadelphia. I was informed that there was little money in sight, that the project was practically an experiment, and that the work would have to be pushed to the utmost and expenses reduced to the minimum.

On August 20th, as Assistant Superintendent of Construction (according to official ranking), but really acting as a full-

Before these
wagon reels were
invented, each
reel of wire had
to be carried by
hand. The wagon
reel saved the
work of many
men.



fledged foreman, I started my gang at Port Richmond, Staten Island. The first pole set was No. 369.

On the same day, Foreman A. E. Croker began work with a second gang at Mt. Holly, N. J., the first pole set being No. 3059.

Judson Torrey, now a section lineman at Wallingford, Conn., for this Company, was the ranking man under me, with the title of locator. The board hunter was W. H. Sly, formerly lightning rod agent, apple tree salesman, piano salesman, farmer, and whatnot—a character not soon forgotten.

Looking back now to those pioneer days in long distance construction, I can appreciate the extent of the changes wrought by the past 35 years. In the earlier days there were no right of way men to speak of. Each foreman was supposed to get through, and his ability was judged accordingly. We all worked ten hours a day and the foreman had to work nights and Sun-

days on reports. Holidays were not respected at this period. I find in the Company records that both gangs worked on New Year's day, 1885.

At that time we all stopped in boarding houses and with the farmers. Board cost from 60 to 75 cents a day. I do remember paying a dollar a day at the Old Adams House in New Haven! Of course we stopped at all sorts of places; but after that Texas experience I thought anything good enough.

The work was very heavy, as the standard pole was 45 feet in length, and from Jersey City to Bayonne we used mostly green pine poles from 60 to 90 feet in length. And every one of these poles was raised by hand—something that would be unthought of nowadays.

But withal they were happy days.

Many problems had to be worked out at this period in constructing the line to Philadelphia, as it carried three ten-pin arms and 26 wires. No company had ever



This recent picture of the gang of Foreman Berry, Division 4, shows the same husky, happy men handling line jobs; but their equipment—how different!

had occasion to run more than one or two wires at a time over any line that had

previously been built.

Very creditable was the ingenuity of the foreman at that period. From the hand reels we adopted reels on wagons hauled by horses and the wire was trailed out by horses, thus eliminating 20 men that were necessarily employed in carrying ten reels. From a block to pull up each wire we finally developed one set of blocks that would pull up ten. The transpositions which were put into effect at that period required a great deal of experimenting and thought, and the system adopted continued for a number of years.

On December 27, 1885, we finally succeeded in completing a temporary wire connection, temporary work having been performed between Jersey City and Port Richmond owing to right of way difficulties. The last pole was set and the line completed April 21, 1886, at 5 a.m. The gang had worked about 48 hours continuously during which time we were expecting arrest at any minute, as the right of way matters had not yet been cleared up. That pole is No. 324 and is on Lord Avenue in Bayonne, N. J.

I remember Mr. Vail, Mr. Hall and Mr. Fairbank visiting the gang, and my first ride in a hack was with them from Port Richmond to South Amboy, where we

crossed the Kill von Kull.

My first meeting with Mr. Vail was, for me, rather inauspicious. The day before

his arrival I had been having an argument with one of my gang. These were rough times, remember, and sometimes required sterner measures than would be allowed nowadays. So although I convinced him that my point of view was

right, I carried away a black eye from the encounter.

Naturally, I didn't want Mr. Vail to know the truth of the matter, but I also knew that I would have to explain that black eye. To do this I sent a man named Fitch to New York about some business, and in the course of his message to Mr. Vail he was to tell him that I had met with a minor accident that had temporarily closed one of my eyes.

Unfortunately for me, however, my

messenger told of the actual happening. Consequently when Mr. Vail and his party arrived, they were waiting for me, and when I began my story they were very much amused. Mr. Vail never forgot the occurrence, and only two or three years ago he reminded me of it.

This line was designed to carry 100 wires and the study of that period indicated that it would be all the wires necessary between New York and Philadelphia for the next 50 years. But then came the great blizzard of March 27, 1888, which resulted in nearly everything being blown away.

It was about this period that engineers were first employed and the bookkeeping and auditing departments were organized.

From this time on conditions changed. I remember complaining to the superintendent that it was impossible to get our accounts just right; there was always a little mistake in the addition. I was told that didn't count; they were after the results and I needn't bother about those details, and that if I chose I could send the accounts in a basket and the boys in the office would take care of the rest.

After the New York-Philadelphia line was completed, April 21, 1886, and during the various experiments which were conducted immediately afterward, we—the construction gangs-were all loaned to a contractor who was building a line from Richford, Vermont, near the Canada line, to

Whitehall, New York, and also a line from Portland to Boston.

Subsequently I received a message from Mr. Fairbank that the Philadelphia line was a success and that a line would be started from New York to Boston in the near

future. On August 11, 1886, my gang set the first pole on the Derby Railroad between New Haven and Derby, Connecticut.

Today there are living but four of the Company's original personnel, above the grade of laborer or climber: Judson Torrey, Lineman at Wallingford; James Doyle, General Foreman, Division 1, New York: H. B. Marshall, pole buyer of the Western Electric Company, and myself.

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THIRTY-FIVE years 25.

Campbell, board cost from 60 to "HIRTY-FIVE years ago, says Mr.

75 cents a day. We all stopped in

boarding houses and with farmers. I

do remember paying a dollar a day at

the Old Adams House in New Haven!



WHEN THE CLAN GATHERS

Miss Myrtle E. Waterman, the Most Accomplished All Around Word Painter We Ever Had in the Joplin Traffic Force, Calls Lunch Tables the Best Gossip Centers

NE day I had lunch in a large telephone cafeteria. Upon returning home to Joplin, to our four square tables on the third floor, there was a chance for contrast. Despite the grand and glorious feeling of being home, the big cafeteria didn't suffer in comparison until those friendly gatherings of the clan overbalanced all other considerations.

On Fifth Avenue it's a bus. In Joplin it's a jitney, in which it is said there is always room for one more. King Arthur chose a round table, probably to avoid corners and increase the seating capacity. We did not have the choosing, but a square table can accommodate more than you'd

think, and it can produce a variety of chatter, also past the thinking stage.

Just why they give the patrons of the country store the credit for saving the nation is still a mystery. We have settled and unsettled everything from whether eating burnt crusts really induces the hair to curl, to how the subscriber feels when he talks unexpectedly on his call.

Mr. N. Webster is consulted frequently. Sometimes nonchalantly, sometimes circumventedly; and the smile or depressed attitude that follows tells the story.

Just where this all comes in during the course of human events in a busy telephone office might seem strange to the subscriber. He'd be surprised to know that the little

operator who was so businesslike on his call had previously sharpened her wits on a lunch-room skirmish, or some office activity apparently foreign to the business.

Even "The Man without a Country" might—might is good—weep for the girl who merely comes to work in the morning and goes home at night. Sometimes the new girl especially needs our help; sometimes it's an older girl who is discouraged. But how we all enjoy working when everybody gets the alma mater spirit.

Last year Emma Hollensworth was president of our Association branch. Not only did she get fun out of the job, but the rest of us are better acquainted with many of the Long Lines family through her.

Then, in July, Bess Alexander was our New York representative during the Sullivan County blockade. She introduced us to others. While these two kept us supplied with post-cards, the others were busy at home.

So busy, in fact, that Annette and Dorothy decided there was too much good stuff going to waste; so "The Office Weekly" made its debut last August and not an issue have they missed or the rest of us failed to treasure.

We're proud of our library, especially since it celebrated its second birthday and received books from the other offices in Division Five. We're proud of our Social

Committee with Vennie Edwards in charge. And our Flower and Cheer Up Committee; we need them, all of us. That's why we enjoy Frankie's smile so much. (By the way, Frankie received a letter asking her to join the Navy. What's in a name?)

Susie didn't get her picture in this time. She's our champion RX operator, who when a new schedule was posted giving her an evening tour, stopped at the chief operator's desk. "Miss Russell," she chirped, "do just the girls who don't have fellows get bad hours all the time?" Susie's diplomatic.

The other day Hattie Winton (there's two of the Wintons) had a call that didn't act like it was to be completed. But it was. That's Hattie's style. And she takes it all as easily as when she was asked to "debate" at the luncheon given for Mr. Van Meter, Mr. Brenner and Mr. Gebhard last October.

Sometimes we wish we were a big, big office. To us it seems there might then be a proportionate alibi to hide behind when the completed call per cent. doesn't toe the mark. At least, we used to think so before last October. If we had more such visits maybe we wouldn't even consider that we should be the exception that excuses the rule when it's our per cent. that dropped. Visitors are always welcome. Ask the Bunch.

Begin Now—This Minute!

ULLEN CAIN, formerly of the Southwestern News, now sports writer on the Philadelphia Public Ledger, wrote the other day that January 2 started the year fine for the average man. Followers of football will understand the connection, for on that day two sensational, brilliant, famous football teams were outplayed by two ordinary, average, obscure teams.

The odds were against the winners. Everything had favored the losers. This made no difference to the ultimate victors. Grim and game and hitherto unsung, they waded into the fray and made humble their opponents.

The state of mind of the victors had been right. They knew the game. They had courage. They had confidence in their ability to do a good job.

In our own game the problems are many and complex. In just what spirit do we meet them? Are we ready to cope with the best? Do we take up the challenge of a deserved advancement? Or do we sit back with envious eyes, viewing the success of others in a manner which soon ripens into discontent and jealousy? Success cannot come in the stiff battle of life with the mind in such a state.

A start to prepare for the fray can be made any time. No need to wait for the first of the year. Begin now—this minute. Get your mind set right. Study and know your job. Team it up with that of your associates. And knowing your job, keep a stiff upper lip through all; and some fine day you will awake to find that—like the obscure and average football team—you have arrived.—J. P. W.



"The Spirit of Electricity shakes his thunderbolts at the Woolworth Tower," says the N. Y. Post of this new picture of the statue atop 195 Broadway. But assuredly not in defiance, since Skyscraper and Electricity needs must be friends.

'DEAR MA"

Pa, Fictitious but More or Less True to Life, Writes Home About His First Visit to a Long Distance Operating Room

EAR MA: You remember how worried you and I were when Minnie first came down here to the city to work for the telephone company? Every once in a while I think of it and it makes me laugh, because daughter is having the best time she ever had in her life.

Brought up in a small town the way she was, she never had a chance to go around much and see people and places before this; but she is certainly making up for it now. She has a lot of new friends, the nicest kind of girls, and they are all as

happy as can be.

It's too bad you can't be here too but as you said, if we both had come and left Lindy alone in the house, we'd probably have found it burned down or struck by lightning or something when we got back. She's all right as a hired girl, but she needs somebody to tell her what to do next. Never mind, it's your turn to make the trip pretty soon.

Well, I got to the city all right and after some wandering around and getting lost once or twice I found the telephone build-A fellow downstairs told me the operating room was where Minnie worked. I said, "Good land! Is it a hospital?" He said no, that was just the name for the place. So I went upstairs and opened the

door.

Do you remember the time we went to the zoo and saw the giraffes and camels and went into the apiary or aviary or something like that? It was where they kept all the birds and talk about chatter; every one of them had something to say and said it and all at once.

Well, it was the same way here. Soon as the door opened it sounded like a



thousand different kinds of birds all twittering and warbling together. It was real pretty.

Inside there was a room as big as the Opera House back home, only twice as long. On each side a partition ran the entire length with desks coming out from them, and with a girl seated at each desk.

Say, I've been to a lot of corn huskings and church sociables and such, and I'm a right smart judge of beauty-look at my wife!—but I never saw such a lot of pretty girls all together before in my life. They were all sorts: blondes, brunettes, redheads, and all in between. A man would be pretty hard to suit if he couldn't pick out one he liked from that bunch.

And clothes! They were as stylish as any you ever came across in the magazine advertisements. If you had been along, I could imagine you saying, "John, if I wasn't afraid to let you go back to the hotel alone, I'd send you home right awav.

About that time a man came up to me. I told him I was looking for Minnie. He looked for her and then said she was up in the rest room but he would send for her, and did I want to look around while I was waiting? I said yes, I'd like to get an idea of the sort of work that my daughter was doing: so he led me around, explaining.

First thing I found out what they were all talking about. They were saying, "Thank you, Mr. B., we will call you," "Ready with Blankville," "Please have the correct change ready." It was all very polite too. We ought to be glad Minnie's here. It won't do her a bit of harm to get used to saying please and thank you.

We went over to what the man called the "recording position." He said that whenever somebody in the city here wants to speak to someone in California or New York, the call comes in to this place first.

When I got up close, I could see that the partition in front of the girls was full of little holes, like a honeycomb, only round. The girls pulled out brass things something like little hose nozzles with the rubber hose attached to them. They would reach across the desk and stick the brass nozzle into one of the honeycomb holes and then pull it out and let it snap back into the desk when the people were through.

There were some pigeonholes too, with cards in them, in front of the operators. Some of the cards were white and the others green. My friend said that when a call comes in, it is put on a white card—"ticket" he called it—and if the folks calling change their mind or something it is put on the green ticket. I told him I guessed most of the green ones were for women.

When the ticket is filled out with the name and address of the person to be called and a lot of other information, it is put into a sort of chute to be carried away. The chute works by a vacuum, the fellow said, and I spent about five minutes trying to figure out how that ticket could be

grabbed right out of the girl's hand and snatched out of sight without my being able to see what took hold of it.

Just think, Ma, if we could only get something like that on the farm how much work it would save Frank and me

at hay-pitching time. Trouble is, Frank would be just lazy enough to use it to eat with instead of his knife, and he makes you and Lindy run fast enough to keep him busy meal times as it is.

Some of the tickets go through the chutes to the directory girls. They are across the room, and have two or three shelves of books in front of them. They look up the number of the fellow wanted after finding out the address from the ticket. These girls also write on the ticket just how the call is to be routed, if it is to some place like our town that isn't reached by a direct wire from any of the big cities.

When the recording operator finishes writing out the ticket, just like an order clerk does, and when the directory operator puts the telephone number on it and says how it is to go, it is put into the chute again and sent to another operator. It lands in a little glass box in front of her. She puts one of the little nozzles into one of the honeycomb holes—the fellow told me they were called jacks, but I don't know where they ever got the name from—and pulls a little switch.

Then she begins to talk and pretty soon I heard the one I was watching say, "Ready with Ozen," and she put the ticket under the edge of a clock that lies face up on the desk in front of her and pushed a little handle. This stamped the time of the beginning of the talk on the ticket, and the time it ended was noted the same way.

Up on top of one partition was a blackboard about two feet by two, marked off into squares, with a column of names down the left hand side, and another down the middle. The names didn't spell anything; they were Ax, Px, Bx, Sy and things like that, which the guide said

stood for towns, such as Albany, Philadelphia, etc.

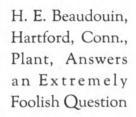
Before I had time to go any further, Minnie came in and we left. tell you I'll more about her I get when home Thursday night. She looks very well.

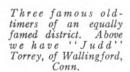
"I never saw such a lot of pretty girls"



"Who Ever Heard of





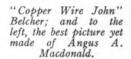


URING the past two or three years I have met many fellow employees from the rural sections of the South and West—such as Nashville and Chicago—who, upon being informed that I hailed from Plant District 13,

would grin good-naturedly and ask: "Who ever heard of District 13?" To one well versed in telephone history such ignorance is appalling, but perhaps not wholly inexcusable.

In writing this article, I disclaim any intention of attempting to write a complete history of District 13. Neither do I intend to tell you all of the wonderful things District 13 has accomplished to the everlasting glory of the telephone industry. I shall merely endeavor in the modest, retiring manner that is characteristic of all District 13 employees, to call your attention to a few salient facts.

If you will haul out your old geography you will note in the extreme northeastern



corner of the map of the U. S. A. the states of Maine, New Hampshire, Vermont, Massachusetts, Connecticut and Rhode Island. This group of states comprises what is known to the public at large as New England, but in up-to-date telephone circles these

states are referred to as District 13. This is merely a modest way of saying that to all intents and purposes District 13 is New England. Let the more ardent seekers after the truth dust off their old history books and therein they will find that New England, that is, District 13, at least from a historical viewpoint, stands supreme over all sections of these United States.

At the present time our Company operates five test rooms and two Traffic operating rooms in District 13. These offices are located at Boston (district headquarters), Providence, Springfield, Hartford and New Haven. There are approximately 180 employees on the permanent Plant payroll at the present time.

Of this number 32 are employed in the district office, 45 as field men, such as section linemen, line inspectors, etc., and the remainder in the various test rooms throughout the district. The numerical strength of the personnel in the test rooms ranges from 12 employees in the smallest office to 33 in the largest office.

In District 13 we have 1,560 miles of pole line and 41,660 miles of open wire, a wire density of 27 wires per mile of pole line. We also have 506 miles of underground cable and an underground cable wire mileage of nearly 122,650 miles, thus giving District 13 more underground cable than any other district in the United States.

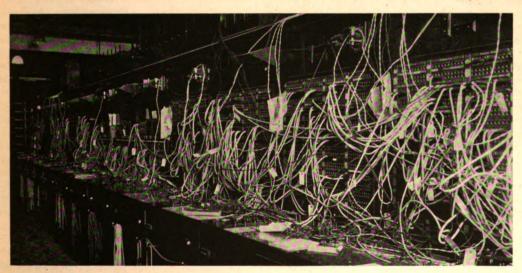
We also have in our district a number of famous telephone pioneers. "Judd" Torrey, at present employed as section lineman at Wallingford, Conn., is the oldest section lineman in point of service in the United States. "Judd" has been a lineman for 40 years and has been in the employ of the Company continuously since 1885. He enjoys the distinction of having staked the location for the first pole ever set in the A. T. and T. Co.'s plant, pole No. 1, New York-Philadelphia Line, at Port Richmond, Staten Island.

In fact, in the year of 1885 "Judd" staked out this line from Port Richmond, to Freehold, New Jersey. Later on, acting as assistant foreman to A. S. Campbell, "Judd" started out of Port Richmond with

a gang of 30 men and did the wire stringing on this line. He is still hitting the ball and is one of our most popular section linemen.

John Belcher, one of our conduit inspectors, ran the wire for the first copper circuit ever used. This circuit ran from New York to Boston and was used in connection with the earliest tests on long distance lines. The running of this circuit earned for Belcher the nick-name of "Copper Wire John," a nick-name that he is very proud of. Some years ago he took down a mile of the old copper circuit and cut out a number of the old style hand joints. The wire was melted down and used to make the medallions which were presented to the Pioneers at their Atlanta convention. The hand joints, which were formed by overlapping the wires about three inches and wrapping the joint with fine copper wire and soldering the entire length of the joint, were distributed among telephone officials as souvenirs.

While we are on the subject of medallions, permit me to call your attention to the fact that the lineman on snowshoes, who exemplifies the "Spirit of Service" on one side of the medallion just referred to happens to be our old friend Angus A. Macdonald, District Line Inspector, District 13. Mr. Macdonald is another old-timer, having entered the service way back in the 'eighties. The following is Mr. Macdonald's own story of the origin of this picture:



"This shows," writes G. J. Fanning, another District 13 man of Providence, R. I., "the amount of patching necessary to handle the 80 additional Morse wires and 24 additional telephone circuits routed through Providence pending the restoration of service after the big New England break."

"Our first business office in Boston was in the basement of the building at 53 Devonshire Street, and A. Garrett Lewis was manager while I performed the duties of installer, lineman, equipment man and inspector-in fact, I was the Office Force under Mr. Lewis.

"The New York-Boston Main Line had been completed and put in operation a few months before the blizzard of March, 1888, it being the only telephone line at that time between Boston and New York. The storm started on March 11 and continued incessantly until the 14th, snow being piled in drifts 20 feet deep, making travel by any other means than on foot impossible.

'In order to cover the line it was necessary to go on snowshoes and our wires were the only means of communication between Boston and New York, the telegraph wires all being down. I remember so well the large headlines of the Boston Globe announcing: 'LONG DISTANCE TELE-PHONE LINE THE ONLY MEANS OF COMMUNICATING WITH NEW YORK'.' YORK.

"In order to use this fact in a way beneficial to the Company, A. S. Hibbard, then General Superintendent at New York, proposed to Mr. Lewis the getting up of some advertising matter suggestive of our great coup. The result was the picture The Spirit of Service.'

"While the picture typifies what actually occurred, its taking was under far different

circumstances. I posed for it in the balmy month of June. Frank T. Merrell of Ashmont, Mass., was engaged as illustrator and in order that a correct model fully equipped with a lineman's trouble kit, etc., might be used, and as I had been through the blizzard, I was asked by Mr. Lewis to pose for

the picture. I went with him to Mr. Merrell's residence in Ashmont where the

photographs were taken.

'The blizzard scene was worked in around the picture by Mr. Merrell, the same being photographed and enlarged, producing the picture as it appears today. It may be of interest to know that Mr. Lewis, who now lives in Topsfield, Mass., still has the snowshoes used on that occasion.'

Mr. Macdonald was the first to devise a method of cutting in transpositions on open wire lines without using insulated wire to make the connections. Prior to 1887 it was customary to double-arm the transposition poles and dead-end the wires. The transpositions were then made by using bridle wire. Once more a District 13 man pointed out the path of progress.

District 13 proudly claims the distinction of having been the cradle of the telephone industry. Who was it that invented the telephone? Alexander Graham Bell, a

District 13 man.

Who created the Bell System? Nobody, if not the late Theodore N. Vail, another District 13 man.

Who runs the Bell System today? Why Harry B. Thayer, of course. He likes District 13 so well that he commutes all the way from New York to New Canaan, Conn., just so he can claim a legal residence in District 13.

Who is the man who is regarded by all the world as the authority on telephone engineering problems? Permit me to introduce John J. Carty, from District 13.

Who is it that tells the world what a fine bunch the telephone crowd is, and who is responsible for the personal welfare of all the employees in the Bell System? Listen carefully, boys. When they created this job they had to come to District 13 to get the right man and they picked out E. K. Hall.

> Who is the Vice-President in charge of Accounts and Finance? The man who provides the "jack" that goes in your weekly envelope? W. S. Gifford, of District 13.

> Who runs the Long Lines Department today? Frederic A. Stevenson learned the A B C's of the tele-

phone game right here

in little old Plant Department District 13. Who else comes from District 13? S-a-a-a-y, do you want to make the editor run a supplement to this issue?

"Operator," says the St. Louis Jolt, "do you realize what a sales proposition you are up against? Your customer can't see you. Your only means of projecting your personality is by your tone of voice.

AFTER reading Mr. Beaudouin's roll call of celebrities in the

accompanying article, you'll under-

stand exactly why New Englanders

look so self-conscious when people

ask. "Who's idea was this Bell

System anyway?"

ANSWERED PRAYER

By "Jerry" Bell, Omaha Traffic

OW there was a Supervisor who liked a Busy Day because she could rely on her Operators to complete More Calls; and besides, it kept her Mind off her Feet. The Chief Operator, knowing this, hooked Her and informed Her that she would have to keep at least One Eye Open all the Night Before Christmas.

Only One Doubt clouded the Floor Walker's Joy: she feared that the Business Anticipated would not Materialize. Therefore, she fervently Prayed that

she would be Good and Busy.

On her way to the Office that Night she visioned herself a Combination Jeanne D'Arc and Electricity Enlightening the World, leading her Operators in the Charge which she Heroically promised herself should result in not more than Ten Per Cent. Casualties to the Calls Filed.

While she was yet a Long Way Off from her Beat she perceived the Unmistakable

Signs of a Busy Night.

There were High Lights and Low Lights; Primary Lights and Secondary Lights; Supervisory Signals and Flashing Signals; Signals with Buzzer attached; Signals hooked up with a Bell; and Operators with

a Bell in Every Tooth.
She tried to Recall how she had planned to Lead the Charge, but now, she Reflected, she would probably not Lead even a Report she would probably not Lead even a Report Charge. She encountered Several of the Genus Plug Shooter who always has the Earlier Filing. So she took Diplomacy under her Wing and persuaded the Early Birds to Alternate Calls. Hitherto Unknown Emergency Routes came to Light. And Ever and Anon the Night Watch worked on Tickets. And it Came to Pass the Midnight Bell tolled the Death of the

the Midnight Bell tolled the Death of the Supervisor's Hopes for a Percented Completage of Any Description.

Those Present were so Busy taking Calls



"The Midnight Bell tolled the death of the Supervisor's Hopes."

that they didn't have time to Put 'Em Up. By and By a Trio of Operators appeared from Goodness Knows Where. The Preoccupied Supervisor saw them pick out Positions and a Stack of Tickets and go to It.

Far into the Telephone Night the Sextette wrestled with the AY'S and Others Not So Wise; they had placed Particular Party Calls, expecting to get the Night

Before the Court of Appeals could settle the Disputes with Particular Parties the Face of the Clock Indicated the End of the Night Rate. Then came the Howls of the All Night Waiters who wanted the Night Rate Regardless. And they Berated the Supervisor for Possessing a Non-Functioning Brain.

Peering about, she sensed that the Compartments marked CA were Loaded to Capacity and that the Sextette had dwindled to a Trio. Picking the Easier Task the Poor Fish started to Count the Completed. Then her Good Eye gave Out.

They led her Out Gently.

Moral: Doubt Not, lest ye be Overwhelmingly Convinced.

MR. VAIL CALLED IT A REAL JOB

UT in Milton, Wis., we have a test station so attractive and complete that no less a personage than the late Theodore N. Vail once wrote John B. Harker, its section lineman occupant, plimenting him about it and expressing his gratification at the splendid care

taken of the property. The letter is one of Mr. Harker's most valued souvenirs of nearly 20 years of service with our Company.

District Plant Superintendent Fales, of Minneapolis, was the first, we think, to tell us about John Harker and the test station that he has so strikingly beautified. Mr. Fales wrote us as follows:

The Milton test station carries out the Long Lines ideal of doing things as well as

they can be done.

From Milton lines radiate to Minneapolis, Chicago, Milwaukee and Janesville. building, used as a combination test station and section lineman's residence, was erected in 1913 in accordance with plans of Sydney Hogerton, now Division Plant Superintendent at Chicago. The photographs bear evidence that the idea of providing permanent and attractive quarters has been amply fulfilled.

Section Lineman John B. Harker and Test Operator Nellie Harker preside over the premises, with Florence, Nellie and Thomas Edison Harker. They have made it a place in which the village of Milton takes pride. Should you chance to drive this way some holiday evening, or on the night when the annual lawn fete is held, you will see the ornamental flag pole ablaze with colored lights and above the hanging flower baskets the stars and stripes will wave you welcome.



Why shouldn't Mr. Harker throw out his chest? Look at his home and family

In the spring the bridal wreath hedge is a mass of white and all through the summer the many flower beds bloom in profusion. In the rear is a play house constructed of old telephone poles, enclosed with vines and roofed over with a flower garden. Nearby is a concrete bathing pool. The place has its own

electrically operated waterworks system, including a deep well, the water from which is a constant refutation of the theory that the

center of the earth is hot. Our genial ex-Traveling Auditor Harry K. Blakeslee is the only person known to have survived a cold bath from this well.

Following the communication from Mr. Fales, we at once began bombarding Mr. Harker for a few more facts about his home; and at last succeeded in getting him to come across with this:

As per your letters, I am giving you the following: During the fall of 1911 Mr. Haas of Mr. Kehnroth's office called me at Lincoln, Ill., and said, "We are building a nice lineman's test station at Milton, Wis., and would like to have you and Mrs. Harker take charge."

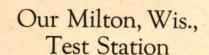
This sounded good as that was getting closer to the home town, old Mukwonago. I told him sure, but that we could not go right away on account of a new small boy.

We left Illinois Thankgiving eve, and took charge here December 1, 1911; and at that time it was pretty lonesome. This building was the only one for a distance of about a thousand feet. There were no sidewalks to town, only a toe-path matted with underbrush and stumps. There were no street lights. The lineman's residence and store room were extra fine.

The lawn was rough and bare, so in the

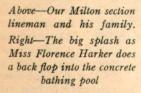


Left — Visitors looking over Section Lineman Harker's aerial flower garden



Right—A general
view of the
property, taken
from a pole
on the adjacent
corner

Looking down the line over that well trimmed hedge, with cable pole 4630 in full view





Above—A glimpse of the garage and flivver, and of the rear flag pole and aerial flower garden with its electric lights and one hundred geraniums

spring I got busy. I took my drag and weighted it down with 200 pounds of copper, hooked the old horse on and ripped the lawn up in good shape. Then I seeded it and raked it in good, using white clover and timothy. This gave us the start on the lawn.

Then came the shrubbery. The Company purchased a California privet hedge, 400 bushes. I planted this and did everything I could to make it grow but it was too far north for a hedge of this kind and it kept dying out. In the meantime I was experimenting with a twenty-five cent bridal wreath bush. I would cut it down to the roots and the more it was pruned the better it would grow. That gave me a hunch it would make a good hedge, so in 1918 we got authority to replace part of This we did, the rest being replaced the next spring. This hedge is now hard to beat; it is hardy and does not winterkill; it has thick foliage of small green leaves and is covered with little white flowers about Decoration Day.

We have a nice row of elm trees on the lawn along Territoral Road. I dug these up along the highway and transplanted them. There is an aerial flower garden and flag pole in the front yard covered with vines, a tubful of flowers and four hanging baskets of flowers near the top of the pole. This is electric lighted.

On the rear lawn is another aerial flower garden and play house for the kids; this also has a flag pole and electric lights. The material used in building these are souvenirs of sleet storms in this section.

We also have a bathing pool 6 by 12, 3½ feet deep. The girls have lots of fun there. We have vine-covered arches at the entrance to the lawn on Whitewater Street and Territoral Road, with a little white

way along the sidewalk between the two arches. Then the flowers; these are dotted around the lawn and used for borders.

In 1915 the Milton station was made e modern by the installation of electric lights, plumbing and

a private water supply system. Harry K. Blakeslee knows something about it, which is something like this:

He came in to check me up one night. It was late and there was no chance to get out of town. Mrs. Harker asked him to stay over night. He did, but before retiring he asked if he could take a bath in the morning. We told him sure, but we would start a little fire in the range so he would have warm water. He said, "Don't do it; I always take a cold bath in the morning."

Morning came, H. K. took his bath but did not stay long. When he came down to breakfast he said, "I have taken lots of cold baths, but that was the coldest one I ever had."

The reason the water was cold was that the little motor had just got through pumping and the water he used came almost direct from the well.

Building the Milton test station in its present location was the means of building up seven new houses on Whitewater Street and one on a lot just north of the Company's property, building sidewalks to town, and adding street lights. At the present time it is the most modern residence in town, and we have 'em all beat when it comes to shrubbery, lawn, flowers and electric lights.

I take a lot of pleasure in keeping the place looking its best in the summer. It is lots of fun to watch everything grow and to see how beautiful old mother nature can make things look. And, best of all, the fun in the past ten years was that of making the place on the outside look like it did last fall.

Once in a while I do tree trimming also. If you are interested, maybe you would like to come out and see how it is done some time.



"If Winter Comes" is not just the name of a book in Milton, Wis. It does.

Announcement is made in the Army and Navy Register for January 21 of the promotion of Col. J. J. Carty, Vice-President, A. T. and T. Co., to the rank of Brig. Gen'l, Officers' Reserve Corps.



ING A MEZZANINE

In which our Correspondent Describes the Passing of a HIS is the story of the Famous Philadelphia Cage called mezzanine in the Philadelphia operating room which was finally removed a short while ago after doing yeoman's service for about 11 years.

We always felt at Philadelphia that we had the best looking operating room in the Long Lines plant. This was more than local pride. For instance, it was the only one of the larger offices where the switchboards were housed in one rectangular The arrangement of switchboards in three long lines was decidedly pleasing. Any one with an artistic eye would appreciate the beauty of the long vista unfolded to the eye and when this beauty was enhanced by the gentler sex of the Philadelphia operating force, one heaved a sigh and in the words of John Greenleaf Longfellow felt, "No fairer sight were possible, elsewhere to find."

But for years and years one sorrow blighted our perfect happiness, for sus-pended from the ceiling halfway down the operating room and interfering with the delightful vista described was the pilot house. Looking like a wasp's nest on a bough and buzzing like a bee-hive was this excrescence on the body politic, as our friend Tumulty would put it.

Originally designed to house a half dozen

directory and distributing operators, it had increased and

multiplied until the 15 or 16 operators were crowded like the succulent little fishes that come in cans. At regular intervals, a voice would be heard to utter the command, "Shift," and all in unison 32 limbs would be moved to a new position until such time as another member would find her foot asleep and issue the necessary command for a general movement.

Well, all things have an end. One day Mr. Stevenson paid us one of his pleasant visits. As usual, the thing that immediately caught his eye was our engineering marvel, the mezzanine floor suspended from the ceiling containing 16 live and active operators plus sundry switchboards, directory and other impedimenta of the trade.

Said Mr. Stevenson, "Is that pesky thing still there? I thought I asked somebody to have it removed." T. G. Miller, appearing on the scene, also expressed considerable surprise that it was still in our midst. It was evident to all of us by the fire in their eyes that the mezzanine was doomed to a sudden fall.

By the middle of the next month the job was done and the mezzanine had become ancient history. Which again illustrates the old saying, "Everything comes to her who waits-or operates."-W. J. H.

H. K. BLAKESLEE RETIRES



Just as a pleasant reminder, the original of this sketch by R. L. Bodine has been presented to Mr. Blakeslee

UR old friend Harry K. Blakeslee, Traveling Auditor, retired
on pension December 31, 1921;
and on that afternoon some of
his close associates paid tribute
by giving him a surprise testimonial
luncheon at the Machinery Club, New
York. Mr. Bodine's cartoon shows him
surrounded by his friends, which was
literally true.

Harry has been in the service 28 years, starting as a construction clerk, being made a traveling auditor nine months

later. During the entire period he has been traveling over the country, through July's scorching sun and January's blizzard, in every mobile thing from a one-horse shay to a Pullman car, in the interest of the Company and its people.

He has pursued a vocation which offered many opportunities for getting himself disliked, and which called for judgment, courtesy and good will of the highest order. These he furnished in the greatest measure and by putting his unfailing good nature and lovable personality into his job, became one of the best known and best loved men in the telephone business. After lunch had been devoured in a peaceful manner, letters and telegrams were received from Blakeslee's many Long Lines friends who were unable to attend. These kindly expressions were keenly appreciated by all as they revealed an affection created by many years of close associations.

Excerpts from one telegram reminded us that "Blakes" traveled almost ceaselessly for years under every conceivable condition of discomfort, with little chance to enjoy the comforts of home or the companionship of settled friends. He made his friends and sought and enjoyed his principal pleasures among the scattered thousands of Long Lines men and women. "I know," said this writer, "of no job in the business in which it is easier to make enemies than that of a traveling auditor; yet I know of no one who has more friends than Blakeslee."

Another, from the middle West, stated that the record of his service is an enviable one and will long continue to be an inspiration to his many friends in the Long Lines.

Another proclaimed: "Honor to Harry Blakeslee, whom I love and admire. In

fact, everybody who has been lucky enough to know him loves and adores him. Harry Blakeslee has left a mark on many of us. He taught us that some impossible things could be done and showed us how to do them."

Another stated that Mr. Blakeslee "is one of my very best friends in the Company and this friendship has been an unbroken delight."

In the absence of F. A. Stevenson the following was received from him: "From our long association with Mr. Blakeslee, I know that for myself, and I think also for the entire Long Lines, Mr. Blakeslee carries with him the very best wishes of all in the Department.

There was a total of 27 of Mr. Blakeslee's old friends at the gathering and their aggregate number of years of service totaled 696, an average of 26 years apiece. Barney Kaiser was toastmaster, and after our old boss C. H. Wilson had reminisced a bit, Barney presented Harry with the original sketch of the accompanying picture and Harry held an impromptu reception as we all departed, wishing him all the health and happiness in the world.

What Would You Say?

By E. T. Wilson, Philadelphia Plant

WHAT would you say if your next door neighbor dropped in on you some evening for a friendly chat and after your folks said you would be there in a few minutes, sat down beside the fireplace and picked up a magazine (which in this case happened to be *Long Lines*) and when you came into the room confronted you with the following questions:

"What or who is this A. T. and T. Company?"

"Is it located in Philadelphia?"

"I never heard of it. How many people work there?"

This is what happened in my home one evening. When my friend finished, I endeavored to tell him all I knew about the A. T. and T. Company and he termed it the eighth wonder of the world.

He was very much interested and surprised by the underground cables between Boston and Washington and the Chicago cable now being constructed. He said he always considered the telephone a wonderful achievement, but never dreamed it was such a large industry.

He is an experimental engineer for the Victor Talking Machine Company, with which you are all familiar. He read every article in that issue of *Long Lines*. He is now engaged in reading the back numbers, and wants to see the future ones as they come along.

The idea suggested from the foregoing is that we who have no further use for our magazines after reading them might well pass them along to our neighbors or friends for their perusal.





The Chicago girls who played Santa Claus to 14 families: left to right—I. Burchel, N. Smart, M. Terry, H. Weichert, O. Morrison, C. Cassidy, R. Smith, M. Hoehne, F. Hahn and E. Whittingham

SOWING SEEDS OF **HAPPINESS**

Caroline H. Murray and Helen H. Churchill, Two of Our Chicago Association Girls, Present Charming Word Pictures of Happiness-Giving in Their City

T was a week before Christmas. The streets were filled with shoppers hurrying homeward. Two girls were walking along Michigan Boulevard, stopping now and then to gaze in the shop windows. They were well dressed in handsome fur coats and pretty hats. While admiring some gowns in one of the shop windows, Louise felt a small cold hand reach up and touch hers.

"Say, do you know Santa Claus?"
She turned to see whence came the voice

and looked into a pair of appealing black eyes. Too surprised to answer at once, she looked the child over. He was a boy

about eight years old, dressed in an older boy's cast-off clothing, with his bare toes showing through the worn out shoes. He was indeed a pitiful sight; the pinched little face was heart rending. She was so slow answering, the boy said:
"Please, lady, don't be mad. You had a bout full and a start and the said and the s

a beautiful coat and you must be rich. I thought you'd know Santa Claus, 'cause he's rich, you know."

Having found her voice, Louise said: "And what did you want of Santa Claus?"

"Here's a letter for him. Will you give it to him?" the lad asked. Louise promised

and opened the paper to see what it contained. With much difficulty the two

girls deciphered it.

"Der Sant Klos—I ain't got any munie, an' ma sez u only cum to foks that has munie. I don't see why, cuz they can by what they want at the stor. We can't cuz my pa wuz run over by an auter, and the man never stopt. My ma has got a new baby so she can't work. I got a sister 10, an' a bruther 5, an a bruther 4. We ain't got eny cole. My sister can't git milk fer the baby cuz she ain't got eny shuz. She wares pa's, but they don't sta on good. We could uz eny eats u could spare. An please Santa if you wood bring my pa a new fut, we would never ask for enything agen, cuz then my pa could werk. Thank you—Tony.

"We live next to pedro giavanno. U cam

to see him las' yere.'

"Is this all you want, Tony? Why he's gone," both girls said in dismay.

simply must find him."

So they walked back and forth in hopes he would reappear, but had to give up as it was getting late. On the way home, Louise tried to read her paper, but those dark wistful eyes and that pinched, hungry face were all she could see.

Down in the ghetto Tony was telling his mother that he had sent his letter to Santa Claus and that a beautiful lady had promised to see that he got it. How that mother prayed that the boy's faith would

not be in vain. He went into the kitchen to help his sister prepare their

meagre meal.

Louise and Mildred couldn't bear to tell any one how careless they had been to let the boy get So they were away. greatly excited when at the office the next day they were asked to help raise the money to provide Christmas baskets

for the needy. "Oh, Mildred—if we only could find Tony when we take around these baskets," Louise cried.

Saturday morning the girls started out in three groups with baskets enough for the fourteen families they had promised to take care of. The baskets contained everything for a Christmas dinner, and enough for several meals: potatoes, sugar, cranberries, corn, peas, chicken, nuts, candy.

Three machines were provided by the Company. One group had baskets for five families in the ghetto. The girls had some difficulty in locating their people. Some of the homes were dirty and untidy.

but they were very needy.

Then they came to Pavlo's. There were just two rooms. There was no fire, but they were clean and tidy. The kitchen was small, so the girls set their packages down and came right out again. Louise and Mildred had the last basket. They set it down on the table, and were about to go out again, when a boy came in from the other room.

Louise gasped but didn't speak, for the boy hadn't recognized her. She wore a different hat and a veil. Tony took one look at the baskets and then sat on the floor and cried to his mother. "Oh. Ma! Santa Claus did answer my letter, he did. He sent the telephone girls. I guess that lady called up Santa on the long distance 'phone, and these long distance girls musta heard.

Mildred and Louise joined the other girls in the car, but said nothing about their discovery. Their faces were sober, but what a glow in their hearts. For they had brought a ray of light, a breath of happiness, to people less fortunate than themselves.

Maybe you think these girls didn't

appreciate Christmas better for having been Santa Claus' assistants. it yourself some time, and see.—C. H. M.

Please

JON'T you tell us what feature you have liked best in Long Lines so far, and what you have liked least? Justabrief, helpful letter.

A Mouse In Branch 37

This is what the little mouse in our office said to me:

"I am the mouse who belongs to Branch 37 of

the Association of Employees. Most of the members do not know that I belong. One day I heard several of the girls mention 'Christmas' and 'poor children.' What, I wondered, is Christmas?

"Later one of the girls brought some bright red tarlatan and red yarn That evening they all to the office. stayed and made 20 little red stockings. My

(Continued on page 48)

WHY IT IS PERSONAL

By Miss Alice M. Brown Philadelphia Legal

Attorney's office in Philadelphia brings me in close touch with the way and manner in which rights-of-way are secured and claims settled. In the course of this work our Company comes into personal contact, and a very intimate one, with some of the humblest citizens; and its policy being to treat all people fairly and honorably we are often able to dissipate any existing prejudice against corporations by showing that all we want is fair play; that where we have done an injury we wish to fully compensate; that the work we are performing is not merely to make money for distant and unknown stockholders, but to bring to the individual, and to the community of which he is a part, a service which will add to the happiness of both.

In a country as large as ours, big work must always be done in a big way and by big corporations. Consequently anything which tends to lessen public distrust of corporations, or, better still, anything which tends to build up confidence in their work and management adds to the stability of government and to the happiness of the people.

Every loyal employee likes to feel that his work counts—not merely with the company by which he is employed, but in the larger sense of adding something to the strength of the government of which he is a part and to the prosperity of the people with whom his life is lived. This is why I feel a pride in my work for our Company and derive a pleasure in performing it. In the broadest and deepest sense of the word, our work is constructive and our service is really a public service.

Pressing necessity exists for some form of service to make life outside of cities more attractive, not only that the rush of people from country to the city may be slowed down, but that a return of many from the cities to the country districts may take place. Investigation has shown that a

large proportion who leave the farm for the town do so because of the dullness of farm life and the lack, in country life, of many comforts enjoyed by a similar class now resident in cities.

Our telephone system has done more to mitigate this evil than any other development of the past 50 years. Not only is the isolated farm, or small town, brought in immediate touch by word of mouth with the great city, but neighbors out in the country, separated by a distance too great to cover comfortably in all kinds of weather, are put in a position to exchange neighborly conversation and each adds to the comfort and happiness of the others.

The telephone has performed another and a greater service in thinly settled districts by affording ability to call up a doctor and receive from him immediate suggestions for first aid in case of accident or serious illness. For in many sections of the country, particularly in winter, it might be hours before communication could be established with the doctor and the doctor be able to reach his patient.

Moreoever, the ability to hold conversation with a customer or client a thousand miles distant renders unnecessary a long journey with absence from home and a happiness-destroying break in the home circle.

And how broad as well as deep is the influence of our service. Our wires go everywhere. Our operations touch every section of the country, every division of the social life of the population, every occupation in which the people are employed. Wherever we touch life, we make it a little easier to live, add some happiness, remove some cause of friction, speed up, ease up, brighten up.

As I see it, we are doing big work, helpful, personal work, and we are doing it in a big way. Our deeds affect millions of people. And all this must react on the worker, making the man or woman associated with the Company better able to live his or her own life along broader lines.



Accompanying each bronze medal was an embossed citation similar to this, the recognition of merit from our own Department.

PRESENTATIONS

Vail Medals are Placed in the Hands of Winners in a Series of Noteworthy Meetings

UST a year after the establishment of the fund in memory of Theodore N. Vail, the first Vail medals awarded in the Long Lines Department were presented, with the citations that occasioned their award. Five bronze medals and one silver medal, the latter accompanied by a cash prize of \$250, were awarded in the Department in recognition, for the year 1920, of acts showing a keen sense of individual responsibility in the public service on the part of Long Lines employees, and illustrating the high ideals which always governed the policy of Mr. Vail. Every employee of the Long Lines Department may well feel proud of these pre-eminent examples of loyalty to public

The silver Vail medal and cash prize of \$250, awarded by the National Committee of Award to Section Lineman John E. Moran, were presented on December 29,

at Onondaga Valley, by Director Stevenson on behalf of the American Telephone and Telegraph Company and as the representative of President Thayer. The citation that accompanied the silver medal read:

"For a fine act of service in an emergency.
"On October 6, 1920, while working on the telephone lines in the neighborhood of Eagle Village, New York, he witnessed a serious automobile accident, with promptness and foresight utilized his equipment to rescue two persons from the overturned car, summoned medical and other aid, and by first aid treatment saved the life of one of the victims."

ment saved the life of one of the victims."

On the same occasion L. R. Jenney, Division Plant Superintendent, in the absence of District Superintendent M. W. Ingraham, presented to Section Lineman Moran the bronze medal awarded him by the Long Lines Committee of Award with the following citation:

To the right—William A. Locke, Section Lineman, Milton, Pa., who with his team mate, Mr. Douglas, restored service over the Avon-Baltimore line at a time when their lives were endangered.

Below—Floyd Nickell, Section Lineman, Phoneton, O., who although injured saved the Point Pleasant-Marion line from failure by his judgment and quick action.





"For prompt and extraordinary action, in meeting an emergency in which human life was at stake, through individual initiative and the application of knowledge derived from telephone training.

"On October 8, 1920, at Eagle Village, Onondaga Valley, New York, upon witnessing a serious automobile accident in which one victim was killed and the other seriously injured, Section Lineman John Moran, acting promptly and intelligently, first, sent for medical assistance; secondly, extricated the victims from the overturned machine; thirdly, administered first aid to the living victim, thus, it is conceded, saving his life; and finally, by means of his test set, cut in on a circuit and sent a hurry call for the coroner and an ambulance."

The presentation of the medals to Section Lineman Moran was made a gala event by the Plant and Traffic Branches of the Association at Onondaga Valley. The presentations were made after a bounteous dinner served by Traffic Branch 122 in the rest



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Above — John
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wished Service Medal Winners

Moran, Secm, Syracuse, N. presented with a pas a bronze medal in mergency indifferent with prompt ordinary action. serious automothe rescued two pal an overturned and by ment saved the life of the victims.



At the left—William M.
Douglas, Section Lineman,
Harrisburg, who with Mr.
Locke braved floating ice,
trees and buildings on the
Susquehanna River to make
good the service over the
Avon-Baltimore line.

Below—Harry Brown, Section Lineman, South Norwalk, Conn., who rendered exemplary service to the public after suffering injuries in a motor car accident.

room of the Company's building, which was gaily decorated for the occasion. During dinner, a lively creole orchestra furnished entertainment. Mr. Moran arose to the occasion with a few huskily

voiced words of thanks and appreciation. His brief response was followed by congratulatory remarks from T. G. Miller, T. T. Cook, L. S. Murphy, S. M. Fones, F. E. Lines, New York Company, and H. H. Kennedy, New York Company, Miss M. E. McAuliffe congratulated Mr. Moran on behalf of Traffic Branch 122.

After the presentation of the medals, the syncopated orchestra again got into action and furnished most satisfactory music for dancing.

On December 20, Branch 74 of the Association at Harrisburg, Pa., got together for the presentation of the bronze medals awarded by the Long Lines Committee of Award to Section Linemen William M.



Douglas and William A. Locke. The following citation which accompanied the medals sets forth the facts of their award: "In recognition of devotion to the highest

"In recognition of devotion to the highest ideals of duty and individual responsibility

in the public service.

"On March 13, 1920, service on the Avon-Baltimore Line, Middle Division, was interrupted, caused by the overflow from the Susquehanna River. Large cakes of ice, trees, buildings and other debris were being washed down by the water and were damaging the line. Under these extremely hazardous conditions, realizing the importance of this line to the public service, Section Linemen William M. Douglas and William A. Locke, with good judgment and careful planning, restored the service."

In an introductory address, H. C. Spetz, President of Branch 74, welcomed the guests at the meeting and outlined the circumstances which occasioned the tribute to two of the Branch's members, extending to them the congratulations of fellow members. P. M. Hall, District Plant Superintendent at Harrisburg, was then introduced by Mr. Spetz, and presented the medals to Messrs. Locke and Douglas, who responded that they had merely "done their duty." One of the guests, J. L. McKay, Division

One of the guests, J. L. McKay, Division Plant Superintendent, responded to the request of the president and gave a short talk on Public Service. Mr. McKay's talk was followed by a few remarks from J. P. Wadham, Division Traffic Superintendent, who spoke of some of the problems with which the Traffic Department has to contend.

After a program of music furnished by the Misses Hope Renn, Sara M. Harr and Mr. G. Meyer, a reading by Miss Ruth Braerman, and a solo dance by Miss Marion Beatty, refreshments were served. The remainder of the evening was spent in general dancing.

At the annual meeting of Branch 93 of the Association of Employees, Phoneton, O., L. J. Harter, District Plant Superintendent at Cleveland, presented to Floyd Nickell, Section Lineman at Portsmouth, Ohio, the bronze medal awarded by the Long Lines Committee of Award with the following citation:

"In recognition of devotion to the highest ideals of duty and individual responsibility

in the public service.

"On February 18, 1920, at Portsmouth, Ohio, escaping gas from a broken main caught

fire and endangered the Point Pleasant-Marion Line. Section Lineman Floyd Nickell realized the importance of this line to the public service, and although severely burned and having painfully injured one of his hands, by his good judgment and quick action succeeded in saving the line from failure."

The meeting was the occasion of a country style supper which is a regular feature of the annual meeting of the Phoneton branch.

The New Haven branch of the Association of Employees held a banquet at the Hotel Oneco in New Haven, Conn., in honor of Section Lineman Harry Brown, of South Norwalk, Connecticut, on the occasion of the presentation of the bronze medal awarded to Section Lineman Brown by the Long Lines Committee.

District Traffic Superintendent Quimby, of Boston, presented the medal with the

citation given below:

"In recognition of exemplary service to the

public under extraordinary conditions.

"On the afternoon of October 16, 1920, Section Lineman Harry Brown, driving over a Connecticut State Highway in a Companyowned automobile, was run into by another car which was coming toward him at high speed on the wrong side of the highway. Section Lineman Brown was thrown through the windshield by the force of the impact, receiving serious cuts and bruises. With no thought for his own condition and acting promptly in the interest of the public as well as that of the Company, he forced the violator of the law to accompany him to a Justice of the Peace, where sworn statements were obtained, which were used by Section Lineman Brown in frustrating any move to get the other car out of the State, and in establishing a basis for the recovery of damages done to the Company's car."

After the presentation of the medal, there were informal talks by the following guests: F. A. Stevenson, A. W. Drake, L. R. Jenney, J. J. Pilliod and W. D. Staples.

There were 65 people present at the presentation party staged by the Onondaga crowd for John E. Moran. The local branches of the Association worked together in making it a most enjoyable, as well as a history making affair. And the home-cooked turkey dinner!

Seated across the table from John Moran during the dinner at Syracuse, we were



regaled with a string of Mr. Moran's best anecdotes. Here's an example of them.

Speaking of the New England break reminded Mr. Moran of the big storm of 1914. At that time, while he was helping reset poles in northern New Jersey, he was rushing the job so swiftly that he managed to set the pole for a loading fixture backwards. But he didn't know it for a few minutes, until he had walked down the road some distance and met Foreman Jim Duggan.

"Say, John," sang out Mr. Duggan, "who in thunder was working back there?" The tone as well as the words told Moran that something had gone wrong, so he said, "Why—er, there were some associated company fellows back there, Jim."

"Holy mackerel," said Duggan, or words to that effect, "I knew it must have been some dashed fool. Do you know what he's done? He's gone and set a loading pole backwards."

"Ain't that too bad?" sympathized Mr. Moran.

Harrisburg's write-up of its presentation meeting was so breezy and good humored that we wished we could have printed it in full. Here's just a sample:

"Douglas and Locke are two of our linemen who in March, 1920, restored service over the Avon-Baltimore line, at a point where it crosses the Susquehanna River. They ignored the hazards that

confronted them and performed an Eliza by leaping across the ice field with the dexterity of a llama climbing the Andes. They intrepidly disdained the agitated waters churning about them and clung to their congealed islands with an uncanny tenacity until finally succeeding in reaching their objective.

"We never learned how they again reached shore, but it is sufficient that they accomplished their purpose. Communications were resumed over the Avon-Baltimore while you and I, and the general multitude, never surmised that two lives had been imperiled for the welfare of this service."

In presenting the medal to Mr. Nickell at Phoneton, O., Dist. Plant Supt. Harter said, "This is just another instance where a telephone employee has, in time of danger, thought first of the service and not at all of the personal risks involved in maintaining it."

This meeting was attended by all members of Branch 93, some of whom had traveled more than 150 miles in order to be present.

One of the many pleasant features of the New Haven dinner was the happy manner in which Medal Winner Brown, following the presentation, got up and retold the story of the incident that brought him the Vail award.



As far as we know, this flashlight of the gathering at Onondaga Valley—with John E. Moran taking the spotlight in the foreground—was the only presentation meeting picture taken. It's a pity.



People came from miles around to see Mrs. Lothrop and Frank Forrest receive their Vail medals in the Farmers' Exchange Hall of Homer, Neb.

HOMER HAS A HOLIDAY

By B. C. Bellows, Div. Traffic Supt., Chicago

N the peaceful afternoon of December 18, 1921, there gathered at Homer, Nebraska, the executives of the Northwestern Bell Company and the general, division, district, and local heads of its several departments. With them came the governor of Nebraska and the chairman of the State Public Utilities Commission. They had come to make the Theodore N. Vail Memorial awards to Mrs. Mildred Lothrop and Frank Forrest. We have all read the citations accompanying the awards, but those necessarily short summaries give you little conception of what happened.

Homer is at the end and narrowest part of a valley some eight miles long. Just north of Homer the hills to the east stop and the land is practically flat to the Missouri River.

On the morning of June 1, 1920, Mrs. Lothrop, in whose home the one position switchboard was located, was aroused about two a. m. by a call from the wife of a farmer eight miles up the valley to warn the town of the coming flood. A brief description of conditions at the farm were sufficient to convince Mrs. Lothrop

of the seriousness of the situation, but her subsequent efforts to arouse the town were greatly handicapped by the attitude of her fellow townsmen.

Homer had had a flood but ten days before which was generally agreed to be the worst they would ever experience, and while some damage had been done the water had risen slowly and was not dangerous. In addition, it had not rained particularly hard in Homer and the people could not realize that there had been a cloudburst up the valley.

"Why, Central, you're flood crazy," Mrs. Lothrop was told. Her efforts seemed blocked and she left her switchboard, went to the door of her home and could plainly hear the roar of the water coming down the valley, its very intensity telling clearly of impending death and destruction.

So she sent one of her own five boys to ring the fire bell and returned to her switch-board. Those living in the lowest part of the town *must* be gotten out, and of these she called first the homes where she knew there were young children or someone ill, then those who lived nearest to people she knew had no telephone.

Later one or two men came in and tried

to drag her away for her own safety; but she fought them off and stayed until about two-thirty a. m. when a four-foot wall of ware which swept the town, followed by an ever rising current, made

her switchboard useless.

And then, with one of her sons who had waited, she left her little one-story home and they fought their way through water, then breast high, for half a block and around a corner to a two-story brick building on the outside of which were iron stairs leading to the second floor. While many of the people were forced to take refuge on roofs or in trees, not a single human life was lost.

Frank Forrest, who lives in a town some miles north of Homer, aroused by the operator at South Sioux City because her lines to Homer had failed, started at three in the morning and drove toward Homer. Four and a half miles from there the driver would go no farther so he proceeded down the railroad track on foot through constantly deeper and swifter flowing water.

Toward the end of his journey the water was nearly to his shoulders, and to step off the railway embankment meant to go

over his head with only fighting chance to get back on the embankment. Once that happened, but he struggled back and by eleven o'clock had reached the hill east of Homer where a number of residents had taken refuge. There he persuaded a number of men to try with him the reach telephone office. This was finally accomplished and one toll circuit found over which he could tell Sioux City of the trouble and arrange for help to be sent.

In recognition

of those acts, the population of Homer went to the station with a band to meet the state officials, W. B. T. Belt, personal representative for President Thayer, and the other visitors and escorted them to the hall where the awards were made. Because of the national interest in the heroism of these two citizens, the moving picture representatives were present. Perhaps by the time this is printed many of you may have seen those pictures.

Appropriate talks were given by the governor and the chairman of the Utilities Commission. Vice-President Pratt of the Northwestern Bell Company outlined the history and purpose of the Vail Memorial Fund. Vice-President Lowman made the awards of the bronze Vail Medals for the Northwestern Company and Mr. Belt, acting for Mr. Thayer, made the gold and silver medal and cash awards. Following this there was an informal reception at which everyone congratulated Mrs. Lothrop and Mr. Forrest and met the state and telephone officials.

It was a happy day for Homer. And yet the fact that so many of those present realized they were alive because Mrs.

Lothrop went back to her switchboard after she heard the roar of the coming waters lent a solemn note and made the simple ceremony impressive.

In a reserved seat in the audience sat Mrs. Lothrop's five sons, two of them overseas veterans of the World War.

"Mother has deserved a medal every day that I have known her," said one of the boys, "and she will be deserving another medal again tomorrow."



Left to right—Pres. W. B. T. Belt of the Northwestern Bell Company, Mrs. Mildred Lothrop, gold medal winner, and Gov. S. R. McKelvie, of Nebraska

N the January of The issue Blue Bell, Montreal, we note that the Bell of Canada Company had Telephone Week similar to that put on by our New England Company friends. Apparently it was just as successful too. In Ottawa alone 12,000 visitors registered during the week; and distinctly novel to our mind were paragraphs and photographs telling of the visit of their Excellencies Lord and Lady Byng, Lady Mary and suite.

"Fort Sumter has been fired upon," begins the feature article of the Southwestern News, St.

western News, St. Louis. The article tells all about the great first aid contest held in St. Louis which many local personages as well as hundreds of employees attended. The center pages of the magazine are filled by a single large illustration giving an idea of the first aid teams in action.

There is also an eye-opening announcement in this issue about the aggressive manner in which this Company's people are selling stock throughout its territory. Accompanying it is a photograph showing the members of the "One-Hundred Per Cent. Club" of Houston, Texas. Every member of this club has not only sold shares of the Southwestern Company's stock but has subscribed to A. T. and T. Company stock under the employees' plan.

Our contemporaries of the W. E. News, New York, are able to strike a good-humored note even in connection with their leading article about the New England storm break. We glean that 12,000 poles, 18 carloads of crossarms, 130 tons of poleline hardware and 500 sets of construction tools were some of the orders rushed to the several companies in distress. Crossarms

NOTED WITH INTEREST

"LL the Bell magazines are publishing good stuff," said one of our best suggestors. "Would there be anything wrong in your printing an occasional newsy page made up of items from them?"

"No," we ventured to reply, "not if we stayed within reasonable bounds. If we strayed over into the field of reviewing, that might seem presumptuous. But the news part of the idea sounds O. K.—most of our readers seldom see the other magazines. We'll try it."

came from as far as Brunswick, Ga., and tools from Oshkosh, Mich.

Another article informs us that the Western Electric Company, with the completion of its new warehouse in December, occupied its fourth new building at Hawthorne during 1921. There is also a two-page spread of Philadelphia - Pittsburgh cable pictures in this issue.

The Third General Assembly of the Southern Bell Company's employees' association runs Vice-President E. K. Hall, A. T. and T. Company, a close second in the race for the Southern Telephone

News', Atlanta, spotlight. The Southern Association of Bell Employees held its annual meeting in New Orleans and apparently had a large and profitable time of it.

Mr. Hall, we learn, was making a swing through the Southern Company's territory at about the same time and made addresses before the employees' association gathering in New Orleans and to delighted audiences at several other points. Speaking of the reception tendered him, the News states, "If ever the telephone family was so stirred by interest and enthusiasm as during the visit of E. K. Hall, the oldest employee cannot remember it."

The lastest number of Telephone Topics, Boston, is given over largely to stories and photographs of New England's big break. Even the cover shows a worried-looking little New Year, all dressed up in a lineman's safety belt, sending out a call presumably for more construction gangs. Half of the magazine is devoted to the telling of this remarkable story.

Along about 1940, when the plant youngsters are telling about the stress of their latest restoration job, we can well imagine the old-timers of the New England Company—as well as our own—pulling down the 1922 volume of the Topics, and saying, "Son, if you think you have storms nowadays, look at this."

The storm cost the New England Company alone more than \$1,500,000. Disastrous as it was, it did some good; for it enabled the company to relieve the unemployment situation to the extent of taking on over 1,000 temporary employees. Altogether more than 3,000 men were engaged in restoration.

Within the beautiful covers of The Telephone News, Philadelphia, we see several unusually interesting, handsomely illustrated stories. One informs us that groups of mothers, and sometimes fathers, of the Pittsburgh Traffic girls are being invited to visit the operating rooms on certain days. The chief operators usually extend the invitations by telephone. The visiting

hours are generally from two to five in the

afternoon.

Another, "Give It and Get It," treats pertinently of the important work done by private branch exchange operators. Specific points in P. B. X. are developed and emphasis is placed on the ways in which the three interested parties—the branch operator, our operator and the telephone user—can work together.

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Having been up against metropolitan living and spending costs for almost a year, we can see the wisdom of The Telephone Review, New York, in publishing its excellent article "The Road to Independence," in which it is pointed out—if the

victim has the necessary backbone—that the salaried man or woman can save money. "Saving \$5 a week from the age of 20 means approximately \$25,000 at the age of 60!"

Mrs. Mildred Lothrop, gold medal winner, flanked by the president of her company and the governor of her state, makes a fine cover for the Northwestern Bell, Omaha. And naturally considerable space is devoted to a thrilling account of Homer's, Nebraska, tribute to its heroine. Governor McKelvie had hurried half way across the continent to be present. "I wanted to be here," he said, "because I recognize this as an occasion that will be historic."

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Crowded with helpful, informative articles is the Bell News, Chicago. Among them we notice "Something New in Telephone Directories," explaining that Chicago again has the distinction of setting the style in directories by managing to get five columns to the page. Those who know the seriousness of the directory problem will recognize the importance of the feat.

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Prominent in this issue of The Transmitter, Washington, are the articles "Around International Conference Table," relating telephonic phases of the armament limitation gathering; and most interesting of all, an account of a telephone society meeting in Washington which had Alexander Graham Bell as the principal speaker.

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A contemporary that warns of a common danger to health and life is The Bulletin, Cincinnati, which contains an extremely practical article telling how poisonous is the exhaust of an automobile or any gasoline engine. It is a timely warning to all who have to do with motor vehicles.



When Mr. Utilities finds himself slipping, according to the Blue Bell, Montreal, it's often due to that low-life Misunderstanding

Four thousand people, employees and friends. crowded the Municipal Auditorium at Denver to see the officers of the Mountain States Company present Vail medals and citations to seven employees of that company, says the Mountain States Monitor.

W. C. Blanchard Moves Up

IDOW DOOLEY says: "Men are queer animals. You can't live with them and you can't live without them." Now that we in Chicago Traffic have reached the parting time it seems as if we can't live without W. C. Blanchard, notwithstanding the abuses we have had to

we have had to forego in living with him.

Mr. Blanchard started in

Mr. Blanchard started in the General Office in August, 1914, and in 60 days he was through the students' course and ready to assume the duties of service inspector at Chicago. His success here is known to all.

After seven years of observation we are happy to note his advancement to greater responsibilities. He came to the wild and woolly West in short pants and it af-



W. C. Blanchard, whose promotion took him from Chicago to Philadelphia

fords me much pleasure to have had some part in the lengthening of those trousers.

In his promotion the Philadelphia Division gains a real telephone man and this Division, particularly Chicago, loses not only what Division 2 gains, but also a friend and a dependable fellow.

Our good wishes shall follow him whereever he may be and I am sure promotions will continue to come his way.—N. N. W.

New Position Filled

C. F. Craig has been transferred from the position of District Plant Superintendent, St. Louis, Mo., to the newly created position of Plant Accountant, General Plant Office, New York.

Mr. Craig entered the service of the Long Lines Plant Department on June 24, 1913, upon his graduation from the Univer-

sity of Missouri as a bachelor of science in electrical engineering. He served as an equipment man at St. Louis until October, 1913, when he was transferred to the Division Office as a member of the Division Engineer's force. In June, 1918, he took charge of District 51 where he remained until he was recently transferred to New York.

Vice-President Hall at Louisville

Vice-President E. K. Hall visited Louisville and gave an interesting talk on public relations. He made a deep impression on everyone. The Cumberland Company held a banquet for him at the Hotel Watterson, at which 100 people were served.

The girls in the Traffic Department at Louisville were asked to invite their friends to the office so that the public may gain a better understanding of long distance work. Many people have already come to watch operations.

Miss Cochran, branch librarian of the Louisville Free Public Library, asked permission to bring a graduating class of six young ladies to visit the Louisville Long Lines office, as she did not consider their training complete without some knowledge of a long distance office. They paid us a call and were our guests at luncheon.

On the same day we also had as visitors Mr. Lucas, Chief Operator of the Western

Union, Miss Dutlinger, who has charge of the telephone department, and the Misses Chitwood and Moritz, telephone operators in the same company.

Chess

The A. T. and T. Company chess team, New York, on which are three Long Lines men, defeated the New York offices of the Western Electric Company 6 to 4.



The first woman president of Traffic Branch
3, New York. Congratulations, Miss Genevieve
Edwards!

HOW WE CELEBRATED

Reports of Yuletide Cheer Given and Received in Many Sections of Our Field

HE conduct of Long Lines folks all over the country was flaw-less throughout 1921, judging by the reports of the widespread visits of Santa Claus that have been sent in. His ability to get from one place to another was nothing short of marvelous. On the same night that his sleigh flew over the dome of the State House in Boston, he distributed gifts to Long Lines and Southwestern Bell employees gathered together in Kansas city.

Even a saint can be in only one place at a time, however, and so in many instances Long Lines people took it upon themselves to help him out. Several cases in which Christmas was made possible for needy families

only through the efforts of our people are cited in the following article. Undoubtedly there were many more such instances which have not been reported.

For, after all, Christmas spirit and Bell spirit are closely akin. Both are based on good will to fellow men and fellow workers. While the one is expressed in the giving of tangible gifts, the other finds its fulfilment in rendering that composite of actions known as "Service." Perhaps it is because of this close relationship that the Long Lines Christmas activities throughout the country were so uniformly successful. There was no need to work up any artificial Christmas sentiment; the spirit was there.

Reports of all this widespread giving and receiving have appeared in such number that we have tried to weave them into one comprehensive story. Here they are, somewhat boiled down, it's true, but we hope with no essentials omitted.

Above—Not a shopping expedition; no, sir. These are Minneapolis Long Lines girls starting out with bountiful dinners for persons in need.

To the left—The tree around which our Maumee girls centered their holiday celebrations.

Chicago tells all about its good time in this alleged conversation with a Philadelphia friend:

PHILADELPHIA: "I hear you had a wonderful time at your Christmas party. Tell me about it."

CHICAGO: "We had it in the rest room, the first time we've had a party there. Do you know, it was just like a family reunion on the big old homestead. We had a fine program. Sang Christmas carols, and then there was a special chorus with violin and piano accompaniment.

"One girl was dressed up like a ten-year old boy; she was just the size too. She recited 'Jes 'fore Christmas.' Oh, there was a whole lot more but I can't tell you all. 'Bout 9:30, while the chorus was singing 'Jingle Bells,' in came Santa Claus stamping his feet and puffing like a steam engine, and no wonder, with those huge boxes just full of presents.

"Everyone was so excited—it was just

(Continued on page 40)

as if we were kids again. You should have seen one of our A.C.O.s; she was so excited she kept clapping her hands and saying, 'Who says there ain't no Santa Claus?'

"My! I never had such a good time. There was such a hubbub, I didn't hear my name called. One of the pages saw me though. Say, she looked cute; not any bigger than Hop o' My Thumb, and dressed in an orchid colored satin suit."

PHILADELPHIA: "Who was Santa Claus?" CHICAGO: "Why, Mr. Quirk, of course, We'd never have known him, either, if he hadn't laughed."

PHILADELPHIA: "Did you have anything to eat?"

CHICAGO: "Did we? Well, I'll say we did. The best punch you ever tasted; 30 gallons of it, and made by one of the girls too. And we had cakes, all home-made and all we wanted."

PHILADELPHIA: "Say, don't tell me you had enough home-made cake to feed that crowd!"

CHICAGO: "Well, what do you want to bet on that? Our chief operator made one herself—chocolate filled with nuts. It sure did get the votes. Oh, yes, everyone got a stocking full of candy too."

PHILADELI HIA: "Guess you had a swell time, all right. Time must be about up. Goodbye."

On December 22 a most enjoyable evening was spent at the annual Christmas

party of the traffic and plant employees of the Boston office. The retiring room, appropriately attired in holiday array, with a monster Christmas tree well laden with gifts for all, was the scene of the festivities. Page anyone who had a grievance that night!

A fine program was given, and much praise is due our employees who gave so generously of their talent. A novel surprise feature of the evening was a children's orchestra of five pieces who played the accompaniment for the community singing of Christmas carols by all our force. Vocal selections were given by the Misses Kuhn, Williams, McLean and Janvrin. Deserving of honorable mention was our famous Plant vs. Traffic quartet whose darky songs were enthusiastically received.

Fancy and eccentric dancing also featured the evening's entertainment and Miss Mary Miller's portrayal of a modern cabaret girl with appropriate songs was a decided hit; if you doubt it ask our office boy. Others who performed were the Misses Duncan and Keane, whose graceful dancing of the cake-walk called forth many encores. Miss Janvrin shook a mean shoulder, much to everyone's amusement.

Old Santa appeared and remembered everyone with an appropriate and characteristic gift. Our chief need not be short of a good cigar this coming year, if Santa has his way.

Refreshments were next in order and



This picture got separated from the accompanying story, but in the absence of a caption on its back we believe our guess that it is the Kansas City traffic bunch is pretty good.



Part of the national headquarters' crowd in the lobby of 195 Broadway; but no photograph can convey its impressiveness—in numbers, good cheer and song volume.

our well trained waiters proved ready for the occasion. The evening's entertainment concluded with general dancing to the strains of a real jazz band which relieved the children's orchestra.

•

Not much has been said about the Association girls in the Cleveland division office, but that doesn't mean that they aren't just as alive and peppy as the next bunch. Just to prove it, I want to tell you how we brought a little Christmas cheer to some people who couldn't afford it.

We decided to give \$20 from our treasury toward baskets, but by the time Mr Uhl and Mr. Hughes had helped and each girl had given a little extra, we had nearer \$30. Miss Blackmore, the welfare supervisor at Cleveland, furnished us with the names of six families. One of them had 12 people in it.

Each basket—or rather pair of baskets—had a large roast of beef, ten pounds of potatoes, a head of cabbage, onions, bread, a pound of butter, coffee, candy, cake or

cookies, oranges, and something extra in the way of jam or jelly. The basket for the family of 12 had two quarts of milk and a dozen fresh eggs and half a ham besides, and the basket for the family whose father had consumption had a dozen eggs.

Our committee planned and bought the food, and we all helped pack the baskets. Then on Saturday morning Mr. Hughes and Miss Kelley delivered them, and the speedometer of Mr. Hughes' machine said they had gone 39 miles when they were through. Everyone was so grateful; one little girl asked, please, could she eat an orange right away? Needless to say, she could—and did.

Now we all feel as if we deserved the merry Christmas we had and we are going to have a happy New Year, and expect to tell you about it.

As a branch of the industrial wing of the Community Chest organization, the employees of the Traffic Department in Cleveland are doing their share in assisting the needy poor, and in this way contributed to the Christmas cheer of numerous unfortunates.



"It was just like a family reunion," says Chicago Traffic. "One of our A. C. O.s was so excited she kept clapping her hands and crying, 'Who says there ain't no Santa Claus?"

Canaries in cages were among the decorations of the party given by the Cleveland office in the rest room. The Misses Metzer, Adams, Badstuber, Tausch, Young, Wright, Russel and Coran appeared in a program of dancing, singing and readings.

An orchestra composed of our girls played for dancing afterward and— Oh, yes, there were punch and candy. Margaret Jochum was chairman of the committee and everyone is unanimously in favor of letting her manage another dance.

When Atlanta Traffic Branch 88 and Plant Branch 6 get together and decide to entertain, people generally say that the entertainment is put over in real style. The dance given at the Capital City Club on the evening of December 29 certainly upheld our reputation in that respect.

The ball room on the third floor was beautifully decorated for the holiday occasion and punch and cake were served throughout the evening.

We would like to make this read like the society column in the Sunday paper by mentioning the names of those present and by giving brief descriptions of some of the gowns worn by the guests, but what's the use? Most of us were there with our wives and husbands and best fellows and best girls, and we had such a good time that when we think of it now it doesn't seem to make any difference what we wore.

At the last regular meeting of Joplin Traffic Branch 116, held in December, it was decided to select some needy family and provide them with a Christmas dinner. A committee was appointed by the president to take care of this work and each girl donated a share of the menu prepared. A committee was also appointed to fill boxes with home-made candy for the girls who are away at sanatoriums.

The day before Christmas the girls gathered in the Association room around Santa's chimney. Everyone was remembered, and all declared it was a Christmas they would never forget.

Christmas is never over at the Cincinnati office until after the annual party,

held this year on December 29 under the auspices of the Association. The main auditorium of the building was tastefully decorated and a Christmas tree occupied the choice corner of the stage with gifts for all.

Helen Deters, as Harry Lauder, was the feature of the program. Clara Moeller was a credit to the recording force in her Irish recitations. Julia Nolan appeared with Ruth Sommerfield as Mr. and Mrs. Vernon Castle. The Misses Daley, Hanlon, Moeller, Gillespie and Deters, as the Gumps, and Catherine Normite and Beatrice Bennett, in fancy dancing, all won applause.

After the program, Miss Sarah Williams, taking the part of Santa Claus, distributed gifts and stockings filled with candy and nuts. Dancing concluded the events of the evening. Several of the girls who have been ill were remembered by the operating force with fruit and flowers.

Games, music and dancing also featured the Memphis party, according to the very brief note received. The celebration took place in the rest room which was beautifully decorated.

The employees of the Southwestern Bell Company and the Long Lines Department at Kansas City, Mo., gave a Christmas dinner and party Thursday evening, December 22. It was a wonderful success due to the combined efforts of the members of the two Associations.

A turkey dinner, with all that goes with it, was served at 7:15 p. m. in the cafeteria and there followed an hour of feasting and festivities. The president of the Southwestern Company's Association gave a short talk, after which everyone made for the rest room.

Here were found artistic decorations and a Christmas tree which was very beautiful in the dim light, and which helped everyone forget his own troubles and think only of the joys of Christmas. The entertainment prepared by the Association members was enjoyed by all, as was the Santa Claus who arrived at the conclusion of the program. Each person present received a toy of some variety to add to the gaiety.

We of the Long Lines branch, although busy having a good time, remembered those who were sick or for some other reason unable to be with us, by sending each a two-pound box of candy.

In an effort to make the other offices of the Department know that we are interested in them, Christmas cards were sent to many parts of the United States.

Christmas started in the General Traffic Department, New York, when C. H. Hadlock invited everybody into his office

Look closely and you'll see the dolls, right under the tree, presented to each of the ladies in the New York Division Traffic office jamboree. And the grab-bag gave each one something funnier than the others.



where, as he announced, there were "cigars for the girls and candy for the boys." It was all there as promised, when we first went in at least.

Then 'twas noised abroad that more festivity was to be found in the rest room and again rumor was not exaggerated. The original of the adage "all dressed up like a Christmas tree" stood gleaming its welcome from one corner of the room and in another was spread a buffet lunch of coffee, sandwiches and cakes. Several ex-members of the department joined the party. Everybody circulated and greeted everybody else and if anybody was sorry he came, his grief was certainly buried deeper than the treasures of Cap'n Kidd.

Despite the fact that Reading was not favored with a white Christmas, the Yuletide spirit was prevalent among the people here. Of those who showed that the Christmas spirit is principally one of giving were a number of our operators.

Our chief operator is one of the most active

members of a society which raises a fund each year to provide the poor with food, fruit, toys, clothing and numerous other articles. The new president of our Association is Sunshine Society, a club which has taken upon itself the support of an invalid mother and daughter who otherwise would be des-The purpose of this organization is to make everyday Christmas for those who are in reduced circumstances.

The rest of our operators all had some part in various other charitable activities. the results of which were greatly appreciated by those who benefited by them.

The Toledo traffic branch requested the names of two families to care for. These, of course, were gladly furnished by the Christmas organization of associated charities. The force responded with the usual Toledo punch and the job was put across. They raised about \$17 in cash, part of which was expended for clothing for the children and the remainder to finish filling, or rather, to help overflow the hampers which were taken to these families.

Just to give you an idea of what was in these hampers, there were two chickens, a picnic ham, four large loaves of bread, three

or four cans of peas, three or four cans of beans, 10 pounds of sugar, a sack of salt, soap, a 49-pound sack of flour, several pounds of coffee and a pound of tea. All this in addition to the



Cincinnati girls at their annual party. In the insert, their entertainers. We've never seen a gump, but the three monsters shown seem to fit the name.

FEBRUARY, 1922 ONG INES

clothing and toys. Most of the toys were hand made by the employees themselves.

The district clerical force at St. Louis sent a Christmas basket to a needy family, consisting of two boxes of groceries, two

chickens, a box of candy and \$8 in cash. This was a family which included six children. The father works only part of the time, for low wages, and they were very thankful for the lift.

The money was gathered by charging two cents for each tardy person, collecting fines for over-due library books and through receiving a two-dollar donation.

The traffic force made up a Post-Dispatch Christmas fund list and also Red Cross seal and button list. Branch 13 sent greeting cards to members on the sick list and to Division 5 girls at sanatoriums.

Hail, hail, the gang's all here. Branch 108, Division 1, New York traffic office, service observers and guests. Did you say, "Rally round the Christmas tree?" We did.

The grab-bag caused the greatest amount of excitement, for each one grabbed something more ridiculous than the others; everything, from a monkey on a string to—well, everything.

A most novel idea planned by the men was a doll for each girl present. This bevy of beauties was arranged around the base of the Christmas tree. See 'em? And the decorations? Just scrumptious. You could even smell Christmas in the air.

A feature of the Christmas meeting of the Bell Telephone Society of Pittsburgh was a three-act comedy presented by the



The southern limit of celebrations. West Palm Beach folks with their tree.

Long Lines crowd.

The playlet entitled "A Little Child Shall Lead Them" was written and directed by Tom Shea. The acting was capably handled by J. W. Archer, C. H. Dick, L. R. Douglas and W. R. Peters.

A. C. Stowers acted as stage manager and H. F. Newcomb had charge of the lighting effects and decorations.

At the end of the performance our boys were given a rousing curtain call and were showered with congratulations both as to the originality and novelty of the playlet as well as the finished acting. The skit was so enthusiastically received that arrangements are being made to reproduce it at the social hour following the next regular meeting of our branch.

Maumee, Ohio, traffic girls held an enjoyable Christmas party in their rest room on the evening of December 22. The room was prettily decorated with evergreen, Christmas bells and ribbons of red and green crêpe paper, while a well decorated and lighted tree occupied a conspicu-

ous position in the room.

The evening was spent in music, games and dancing, after which a delicious lunch was served. The closing feature was enacted by District Traffic Superintendent McLain, who assumed the duties of Santa Claus and with his very able assistant, Master Arthur McLain, distributed the gifts that had been arranged on and around the tree. After everyone had been located and a short talk had been given by Mr. McLain, the evening was considered complete.

It was the night of the 24th of December when the local and toll operators at West Palm Beach, Fla., had a wonderful time in their rest room enjoying a Christmas tree and everything that goes with it.

How We Celebrated

(Continued from page 33)

There were all kinds of gifts down to horns, rattlers, and everything else to make a noise. You could not hear yourself think. Mrs. Mary J. Painter, Toll Chief Operator, was presented with a handsome silk parasol by the operators. Refreshments were served. Long Lines was not forgotten and we wish you all a very happy and prosperous new year.

If there is a record set for Christmas parties it was broken Tuesday night, December 20, by Cuyahoga Falls, Ohio, Traffic Branch 101. A dinner was served at Spindler Inn that will go down in history as a meal never before equalled.

After dinner Santa Claus arrived (if we'd been Santa we know we'd have been there sooner) and removing the presents from a tree he distributed them among the guests. A dance followed and nobody is telling what time he or she arrived home.

A Christmas basket containing food for a widow and four children was sent out by the traffic and plant people at Louisville. The basket has been an important affair in the office at Christmas time for several years. Each person made a small donation, and with this money the basket was equipped. On Christmas, Mr. Cade and Mrs. Zahner took the present to the adopted family.

The Traffic Department at Buffalo enjoyed its Christmas party too. There was a chicken supper given by District Traffic Superintendent Boltwood at 7:30 p. m. My, but it was good. After full justice was done to this spread the annual election of officers took place. We endeavored to show our love for Miss Thompson, retiring president, and our appreciation of her good work by presenting her with a bouquet of chrysanthemums.

Santa Claus appeared on the scene, very cold and heavily laden with gifts for everyone. All gathered around the beautifully lighted tree and sang Christmas carols at the request of old St. Nick.

When we were about to depart, a jazz orchestra arrived, and we danced.

The Buffalo Plant and Traffic Departments jointly contributed toward Christmas baskets for a number of needy families whose names were brought to the attention of the Association by its members.

About 30 baskets, containing roasts of meat, vegetables, fruits, nuts, toys, etc., were distributed. Santa Claus was notified to deliver Christmas trees laden with ornaments to the homes of two large families of small kiddies whose hopes had been shattered. Contributions of money and clothing were also made.

Just across Fulton Street, New York, old St. Paul's bell boomed out the 12 strokes of noon. Lights flashed on a tree in the lobby of 195 Broadway. Three thousand voices joined in the inspiring strains of "Adeste Fideles." The Bell family was keeping Christmas.

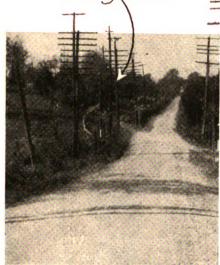
The whole family was included. From every one of the 26 floors of the building there came a flood of brothers and sisters of the Blue Bell: executives, office boys, engineers, clerks, stenographers.

Behind the hurrying feet and the radiant smiles, behind the hearty handshakes, the holiday greetings and the swelling chorus of men's and women's voices, there was the Bell spirit, a spirit which could not but send the imagination speeding north, east, south and west to bring into the circle about the tree those other members of the family who, though separated, some of them by the width of the continent, are still actuated by a common thought and a common purpose.

A volunteer quartet made up of employees, stationed in the gallery of the mezzanine floor, sang a response in a quaint old seventeenth century carol, "While by my Sheep I Watched at Night." The big tree was erected and trimmed by employees. For three-quarters of an hour business stopped while 195 Broadway kept Christmas and renewed the spirit of harmonious accord and co-operation upon which the Bell System has been built.

"ANY people really believe that the world owes them a living. The world owes them a job, it is true, but the sort of living they have depends upon how well they master their jobs. And those who take advantage of daily opportunities are the ones who are ready for advancement."—N. N. W.

Where I Stood for Twenty Years



A LUSTY PROTEST

OLE 10759. New York-Washington I was Line: none too well pleased with the complaining tone of your protest in the December Long Lines. Every pole has a right to kick, of course, but of all the thousands of poles in the System you are the first I ever heard doing it right out loud, in public.

Now listen, old friend. I, too, could send out a sob story that would rend the most obdurate heart; but I just can't feel

that I have been so terribly misused. I lived and flourished on Walnut Ridge, the home of my ancestors, for many generations. I have heard my father say that "Chesty" (that's what he called me) would go to Congress some day. I don't know what he meant, but I know this: I had a lot of wood in me.

I saw my daddy fall a victim to the hunter's axe—all for the sake of a young 'possum that took refuge in his lofty boughs. I saw my granddaddy, one of the most venerable chestnuts on the ridge, fall of old age and gathered for fire-wood. One day some men laid me low with a sharp saw. I fell and lay unconscious for weeks.

When I awoke a young man wearing horn rim glasses stood over me and admiringly pronounced me Class "A." Several months later I was carried out to a railroad crossing and put in a line. They nailed eight heavy crossarms to me, and strung wires on me so I couldn't get away. Then they guyed me. That made me kind of sore, but I didn't squeal.

I stood in that line twenty years, watching trains go by and listening to the buzz of conversation that passed over me day

and night. I heard the news of the war, and was delighted with the work my Company did. I heard lovers croon, mothers scold wayward children, nurses report newborns to traveling fathers who invariably seemed disappointed. Why, I wonder?

One day Tom Brown, our inspector, dug me with a prod and made a note in a book. Later a gang came. The foreman read my sentence—CON-DEMNED.

My soul was sick. I felt faint and would

have fallen but for the support of my wires. They took me down and laid me gently on the grass. Here I am, slowly dying with a bad heart. But I am happy in the knowledge that I rendered a big service.

Only a pole! Yes; but I did my part. I thought it harsh to condemn me, but the telephone boys know more than a mere pole—some of them—so I didn't complain. So, brother, I'm sorry you feel so broken up, but really I don't believe you wrote that bunk. I rather suspect some man did it. It sounds so dadblamed human.

Fraternally,
POLE 5760
Cincinnati-St. Louis Line.

At a regular business meeting of Plant Branch 47, Waterloo, Ia., the following resolution was adopted:

"Whereas the employees of this Branch have greatly benefited by the publication of *Long Lines* and feel that the publishing of same has filled a long felt want,

"Therefore it is resolved—That our appreciation and approval of that magazine be expressed in the form of this resolution."

Waterloo's Storm

N the evening of December 16 a heavy storm of wet snow struck the vicinity of Mason City, Ia. The snow stuck to wires and poles and in a short time everything was deeply covered.

Following this a strong north wind came up, freezing the wet snow to a mass of ice. The Western Electric Telephone Company's lines began going down about 5 p. m., followed very closely by our Davenport-Minneapolis line. Section Lineman Zeeveld, with two local men, went out immediately and covered the break section in the darkness. Poles were snapping off both ahead and back of them.

At 10 a. m. the following day Section Linemen Zeeveld, Bishop and Workman had covered the storm section and a total of 284 poles were reported down or leaning badly, with the wires badly broken and tangled. Line Inspector C. N. Bunch, General Line Foreman Tice and Foremen Robson and Williams, with their gangs supplemented by the three linemen named above and a gang of temporary helpers, restored service. It was reported that one foot of No. 12 gauge wire weighed three pounds.

Testboard Man J. O. Van Eaton, of Waterloo, attended the printer school at

Chicago for three weeks, getting information as to how the "pesky critter" does it. He will have charge of the printer equipment to be installed by one of the local newspapers in the near future.

H. H. Beintema, one of the Waterloo repeater men, was married to Miss Irene Pilmer, of Indianola, Ia. All join in wishing the bride and groom a life of bliss.

New Division Opens Doors

Division 2, Plant Department, with headquarters at Philadelphia, which was disbanded in August, 1911, and combined with Division 1, was reborn on January 3, 1922. The reorganized division opened for business with approximately 60 men out of an ultimate office force of 100 answering the roll call on the first day.

While the majority of the personnel in the new organization was recruited from Division 1, the Long Lines Engineering, Auditing, General Plant and all other Division Plant organizations furnished talent for the Philadelphia force.

The employees who have been transferred to Division 2, together with their positions in the new organization, follow:

C. A. Abels, Technical, W. E. Ainsworth, Div. Sup'v'r of Lines; D. E. Baver, Tech-

nical; R. S. Bayley, Technical; J. E. Burke, in charge of Equip't Engr.; A. H. Burns, Technical; E. S. Buttikofer, Sup'v'g Clerk; W. J. Coeyman, Division Cashier; L. J. Conboy, Technical; W. De Vilbiss, Technical; H. V. Devine, Clerk; J. J. Dolan, Clerk; E. C. Fleer, Sup'v'g Clerk; E. L. Fleuren, Clerk; J. W. Flood, Clerk; E. Galbraith, Div. Sup't of Line Constr.; Fernella L. Goodrum, Chief Stenographer; L. H.



Our Waterloo, Ia., force had a storm break all their own

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Greenwood, Technical; J. N. F. Hart, Clerk; T. L. Hayes, Division Chief Clerk. E. Hertzler, Gen. Line Foreman; E. W.

Higbee, jr., Chief Clerk, Line Constr.; W. F. Holsing, Technical; S. I. Horn, Technical; H. D. Hoyle, Sup'v'g Clerk; A. J. Huber, Technical; F. J. Hunter, Sup'v'g Clerk; A. L. Jones, Technical (in charge of transmission work); J. E. Jordan, Technical; B. C. Jutten, Special Assignments.

C. F. Kammerer, Technical; E. W. Kane. Technical: E. N. Kendall, Technical: W. H. Kline, Div. Sup'v'r of Spl. Cont. Ser-

vice; C. F. Lewis, Clerk; J. L. List, Draftsman; F. A. Meekle, Sup'v'g Clerk; E. Miller, Gen. Line Foreman; A. Mueller, Division Accountant; W. N. Mac Crea, Clerk; W. E. McAnanly, Sup'v'g Clerk; Μ. McCormick, Technical (in charge of outside plant Eng.); Mary A. McGrath, Clerk; A. McLean, Tech-

H. H. Nance, Div. Plant Engr.; A. S. Naughright, Clerk; T. F. Pease, Chief Clerk, Equip. Constr.; R. W. Perkinpine, Technical; J. F. Purtle, Gen. Line Foreman; W. E. Richmond, Clerk: L. B. Rockefeller. Clerk; F. Roller, Technical; D. W. Sager, Sup'v'g Clerk; C. L. Schenck, Div. Sup'v'r of Equipt. Constr.; H. Stewart, Technical.

H. J. Talley, Technical; W. W. Wallis, Ass't Cashier; S. H. Webster, Sp'l Assignments; E. W. Welch, Tech-

nical; R. B. Whitaker, Clerk; W. H. Wilson, Clerk; S. E. Whaley, Tech-

nical; D. D. Young, Clerk.

The following executive officers will guide the new division's course as it gets under way as a separate organization after a lapse

of about ten years and a half:

Division Plant Superintendent, J. L. McKay; Division Engineer, H. H. Nance; Div. Sup'v'r of Special Contract Service, W. H. Kline; Division Chief Clerk, T. L. Hayes; Div. Supt. of Line Construction, F. E. Galbraith; Div. Supt. of Equipment Construction, C. L. Schenck; Special Assignments, S. H. Webster.

Reviewing Christmas Calls

ID you ever think of a Christmas call from the point of view of one of our subscribers? Or have you ever tried to get a call through to your mother, father, brother, sister, friend, or sweetheart on Christmas? Don't even you, perhaps an experienced long distance operator, get excited?

You put in the call, then wait around. and for some unknown reason, you can't settle down to doing anything. The tele-

phone bell rings! Your eyes sparkle; you smile happily. Yes, your heart actually seems to beat faster.

You lift the receiver.

"Circuits are busy. There will probably be a delay of about 30 minutes."

"Well, all right, call me." You still find it hard to settle down. You wonder if the 30 minutes are about You speculate on the possibility of the operator having forgotten your call.

At last you receive a report that the telephone has not answered yet. You are sure that telephone will answer. You tell the operator so. She "will verify the report and call you.'

Later, you receive another report that the telephone has not answered. Don't you feel disappointed? You wanted to talk to that person. And deep down inside, you have a feeling of resentment toward the whole Company. Now, if you, who understand the whys

and wherefores of operating, feel that way, what of the uninitiated subscriber?

A call may not be a business call, nor an emergency call—maybe not even necessary; yet we cannot say it is not important. Suppose a subscriber has nothing to say but "Hello, Mary, how are all the folks?" or, "Merry Christmas! Did Santa treat you well?

To get such a call means increased happiness. Not to get it means disappointment. Surely a call that brings happiness is as important as one that brings wealth.

-O. I. B.



Miss Ruth Borchert, a Minneapolis correspondent, also specializes in figure skating

Toledogram

YEP; we did it. Toledo had the highest percentage in Division 6 for December, 1921—91.3, with 93.8 per cent. for the maximum day of the month.

And here's a sample of the way we did it. We had a call from Toledo to Detroit on which we received a "no telephone" and a verified report of "no such address." The operator passed this report to the calling subscriber and requested additional information. He advised her that he could give her no further information other than that he had been mixed up in an automobile accident with the party he had called and that was the name and address the man had given him. He was then asked for the license number of the Detroit man's automobile, which he had. This in turn was referred to the chief of police at Detroit and it was found that the man's name was correct and the correct address was obtained from this license number. The call was then completed by messenger.

A short time ago a famous artist was exhibiting his paintings to a group of critics. One of the gushing critics asked the artist "Of all of your beautiful paintings which one do you consider the best?" His answer was "My next." This expresses our view of our past results.

District Board 24 Dines

The members of District Board 24 were entertained by the Reading Branch at a chicken and waffle dinner at which J. L. McKay, newly appointed Division Plant Superintendent, and P. M. Hall, our own

District Plant Superintendent, were the guests of honor.

Mr. McKay gave us an interesting talk on "Co - operation and Understanding," not only among ourselves, but with our fellow employees of other parts of the Bell System. P. M. Hall followed him with a short

talk on the value of being employed by the Bell System. Following Mr. Hall members of the District Board were called upon. Guy Morehead of Altoona proved especially entertaining in reciting several poems of which he is the author.

After the repast the entire contingent, numbering about 30, adjourned to a bowling alley where a team composed of members of the District Board went down to defeat at the hands of the Reading team.—G. L. McD.

Rice and Rings

Long Lines Engineering, New York, lost one of its stenographers, Miss Svea G. Johnson, who took the plunge into the sea of matrimony on January 14, changing her name to Mrs. W. Fred Dohrman. The girls of the Department gave her a farewell luncheon and shower.

Miss Hazel Roney, Supervisor at Detroit, on Christmas Eve became Mrs. Harry Tinge. The groom is an employee of the W. E. Company at Cleveland.

Good Exercise

A bull became enraged that Mr. Vaughn, a Cumberland Company lineman, should trespass on his pasture and took out after him. Fortunately, the lineman had on his hooks and immediately hoisted himself to a pole where he was held at bay for nearly two hours.

Finally two men passing along the pike attracted the bull's attention and Lineman Vaughn earned his right to consideration for a medal of some kind by making a

break for the road, which he reached in safety by out-running the bull and making a record breaking high jump over the fence.

We recommend that a 100 - yard dash and high jump be added to the "Daily Dozen" to keep all linemen fit for such emergencies.



Perhaps being in the Commercial Department, N.Y., brought about the mathematical frame of mind that induced C.K. Flanders to evolve this formula.

Alexander Vogel

LEXANDER VOGEL, Chief Test-board Man at New Orleans, was taken suddenly ill Christmas morning and died at 8:30 a. m. the same day. He was born January 5, 1881, in New Orleans, of Austrian parentage. Entering the service of the Western Union Company at Nashville, Tenn., in 1896 as messenger clerk and operator, he served in various capacities with that organization and with the Postal Telegraph Company until October, 1905.

His record with the Bell System began in February, 1906, when he entered the service of the Southwestern Company as repeater operator at Dallas, Tex. following year he was transferred to the Long Lines Department, at Kansas City,

Mo., in the same capacity. In 1910 he went to New Orleans as testboard man, and shortly afterward was promoted to be chief testboard man, which position he held until his death.

By his death the Company loses one of its most loyal employees, and it will feel his absence deeply. His life was devoted to his work and he took a keen interest in all new telephone development which in any way affected his position. He was one of the best practical telegraph men in the special contract service, and was held in high esteem and confidence by all who knew him.

All who knew him feel keenly the loss Alexander Vogel, formerly Chief Testboard Man at New Orleans.

Shifts in the Line-Up

Traffic

L. B. Savacool, Division Traffic Supervisor, Philadelphia, to the General Office. as Engineer in the Equipment Layout force.

Mary A. Haggerty, Supervisor, Philadelphia, to Assistant Chief Operator.
R. M. Quirk, Assistant Traffic Chief,

Chicago, to Traffic Chief.
V. F. Beaumont, Traffic Student, Chicago, to Assistant Traffic Chief.

Wilhelmina Schmits, Supervisor, Cincinnati, to Evening Chief Operator.

Clara Specker, Evening Chief Operator, Cincinnati, to Assistant Chief Operator.

Clara M. Baker, Instructor, Davenport, to Chief Operator.

W. C. Blanchard, Assistant Traffic Chief, Chicago, to Division Traffic Supervisor, Philadelphia.

E. S. Morrison, District Traffic Superintendent, Milwaukee, to Assistant Traffic Chief, Chicago.

J. V. Bell, Assistant Traffic Chief, Chicago, to District Traffic Superintendent, Milwaukee.

Imilda D. Hannan, Operating Room Observer, New York, to Instructor.

Lena McCoy, Instructor, New York, to Traffic Supervising Assistant.

Anna L. McCoy, Operating Room Ob-

server, New York, to Instructor.

Louise M. McInerney, Assistant Instructor, New York, to Traffic Supervising Assistant.

Ada R. McCoy, Supervisor, New York, to Traffic Clerk.

Mary E. Quinn. Operator, New York, to Supervisor.

Gertrude M. Pelham, Operator, New York, to Supervisor.

Plant

C. F. Craig, District Plant Superintendent, St. Louis, to Plant Accountant, General Office, New York.

E. S. Wilcox, Technical, Division Office. Chicago, to Engineering Department, New York.

E. E. Trimble, Clerk. Division Office, New

York, to Division Cashier.

W. L. Rowe, Technical, Harrisburg, Pa., to District Inspector.

D. H. Woodward, District Inspector, Birming-ham, Ala., to Acting Division Plant Engineer, Atlanta.

R. A. Hamann, Telegraph Repeater Attendant, Maumee, O., to Chief Testboard Man, South Bend

A. Koch, Chief Testboard Man, Little Rock, Ark., to Chief Testboard Man, St. Louis. F. J. Nitsche, Chief Testboard Man, St. Louis, to Division Supervisor of Special Contract Service. W. G. Nebe, Technical, Division Office, St. Louis, to District Plant Superintendent.

The First Year

LITTLE over a year ago, the operating room of the new Kansas City building was put into use for the first time. My, how excited everyone was; for the promise of occupying the new building had seemed merely a wonderful dream on the far horizon.

The new telephone building at Kansas City towers above all others in its vicinity and has only one rival in the entire city. Unlike the old one, it is located in the best section of the business district. The building itself is of terra-cotta. The window frames and doors are of metal. The floors are cement, tiling and marble—in fact, it is just about fireproof.

All the equipment is of the latest and best obtainable. The heating and ventilating system is very good. Sanitary conditions are ideal. Our space was very limited before, but now there is an abundance of room; and, last but not least, all the rooms are flooded with light and sunshine. In

view of these facts, is it any wonder that the new building is so thoroughly appreciated by all the employees?

The offices of both Traffic and Plant Departments, and the test room, occupy the tenth floor while the Long Lines operating room shares the eleventh floor with the Southwestern Bell Company. The cafeteria, hospital room, lockers, quiet room and rest room are on the twelfth floor.

The increased efficiency shown by greatly improved service results during the past year has no doubt been influenced by the excellent working conditions of the new building.—A. W.

Sharp Figuring

W. J. Morgan, Chief Traveling Auditor, had occasion to visit one of our offices a few years ago and arrived in time to find the accounts out of balance. Of course he went after the discrepancy. A young man

was assigned to assist him and the following dialogue ensued.

WJM: "Now, Mr. Blank, will you please call off those figures?"

please call off those figures?"

BLANK: "Mr. Morgan, that's my knife you just slipped in your pocket."

you just slipped in your pocket."
WJM: "No, it is my knife. Go ahead.
Call the first figure."

BLANK: "8.99, 2.11 4.55—I know my knife, when I see it disappearing—55.67, 7.89—it cost me \$1.50. Piece of bone broken off the handle—67.89, 9.34. Only knife I got."

WJM (getting peeved):
"Mr. Blank, I can't get
through with all that talk
about the knife going on.
I know it is my knife.
Go on."

BLANK: "I hate to argue with you—4.56, 211.44—but I have had that knife three years—87.22—and hate to lose it—24.55—as I am attached to it; or was till you slipped it in your pocket. 55.34."

pocket. 55.34."
WJM: "Great Caesar!
Please give the knife a
rest. Go ahead, fast."

BLANK: "76.45, 213.24—show it to me and I'll

show you where I broke the blade cutting a piece of wood—57.65, 214.23. You just think it is yours. Show it to me, please!"

WJM: "All right. Anything to please you. Now look at it." (Runs hand in pocket. Turns pale. Fishes out two knives just alike.)

BLANK: "Ha! Ha! Ha! I told you."



A feature of the holiday season in Reading was a visit to the long distance office by Miss Agnus Brown, of Dunoon, Scotland, a supervisor in the employ of the National Telephone Company of Scotland and now in this country on a six-months leave of absence.

She expressed great pleasure at being able to witness the inside workings of an American telephone exchange. She was surprised at the fact that the equipment here is quite similar to that which she uses.



The Kansas City telephone building which our correspondent says is just about O. K.

Ye Gang Gossip

STOPPED on the Square In Medina, O., to light my pipe. And I saw a great big Packard Heading for the one Remaining parking space, And he pulled by to back in, A little Ford with a Blue Bell sign on the Ducked into the space. And when the driver of the Packard Started to back into the hole The hole was filled And the driver of the Ford grinned, and I Grinned, because it was A telephone man that beat him to it. But the man in the Packard Didn't grin. He just looked At the sign on the Ford and drove away. And later on I went up to a house To shoot board for our gang. And I found it was owned By the man in the Packard. And I found out what he thought And that he hated that telephone man, And the operator and me, and the Telephone Company. And I knew he would knock us all Whenever he had a chance. And I Wanted to tell the driver of the Ford The result of his quick thinking thought-But I could not. So please, Mr. Editor, Will you tell him That by making friends for the Company Instead of enemies, He makes work easier for me, and the And the rest of us? I thank you.

the town in which she lived. He called. After six months of frequent telephoning. he presented his case in a two hours'

photograph. A business trip took him to

The lawyer had been impressed by her

conversation. He won the verdict.

Chinese Courtesy

Chinese politeness is proverbial, so several Long Lines men were not surprised, on opening envelopes postmarked "Peking," to find cards from T. H. Shen. They were evidently an appreciation of the assistance given to Mr. Shen and his fellow student, Mr. Yih, when they examined the operations of the Long Lines Department on behalf of the Chinese Ministry of Communications last summer.

Each card is worded as follows:

"With greetings. This is to inform you that Mr. T. H. Shen from New York City, U.S.A., arrived at his Peking home in safety on the eighteenth, October, 1921."

An embossed sprig of holly, flanked on either side by two Chinese characters, occupied the space on the card beneath the message.

L. S. Crosby, Supervisor of Instruction, Plant, New York, received a letter from T. C. Yih not long ago, which ended:

"Any department we went to and any one we met, it seems to me that we were welcome; there is another thing I want to mention is that everybody we met greeted us with the same expression, 'Don't hesitate to ask any questions you doubt, and make yourself at home.' Consequently, during such a short period we have learned as much as possible.

"We are going to China very soon, and

it is scarcely possible for us to have sufficient time to come to every one of you gentlemen's offices to say good bye as we ought to do, therefore I am sending you this letter to represent our appreciation to all of you gentlemen for the courtesies extended.

Wedding Bell System

Close cooperation between Cupid and the Bell System was shown when a Boston attorney married a Western girl as the result of a long distance telephone courtship.

Miss Wilma Hammel showing General Traffic girls, New York, the way to health via the "Daily Dozen."

-W. N. R., Chicago





Oh, these flatterers! Here's Miss L. M. Fergus, in collaboration with Mrs. E. Seguin, intimating that this is how the folks in Chicago behave when Long Lines arrives.

From Frend Al

EAR Ed: Well I just red the last ishoo of *Long Lines* and I got to thinkin what a lotta work it must be so I that I'd help you with a little news which mite be of intrest.

Dont mind me callin you Ed ole kid cause peepul will think you and I is good frends it'll make you look good, eh Ed? You should ought to be proud of livin in a swell town like that with nice subweighs to ride in, which reminds me of a funny story a Noo York feller told me.

He sez he was ridin uptown one nite in the subweigh and he sez to a old lady wich was standin in front of him, is this a Bronx train? and the old lady sez I dont know mister I got a awful cold.

Probly that'll be over the heads of some guys. But it aint over my head Ed cause I been in your town once and have rode on the subweighs wich if a sardine had to stand for it he'd think it wuz a ruff deel.

Well they's lots more news Ed but if you aint got enuf alreddy I have. If you need any more help call on—Al.

A Mouse In Branch 37

(Continued from page 21)

curiosity was getting the best of me, so I decided to investigate. I nosed through the desks and in one found a letter from the Frances E. Willard Juvenile Home containing the names of children. I ran down the list from Doris, aged seventeen, to Catherine, aged three—20 of them in all. It dawned on me then that the girls must intend to fill those 20 red stockings.

"A few days before Christmas we filled the stockings. There were candy, nuts, apples, oranges and a present for each one.

"When the stockings and toys were all put into a huge box and two of the girls started to take them away, I followed, sneaked into the car with them and arrived at the home in a snow-storm. The children were so pleased and delighted with their toys and dolls that it brought a lump into my throat.

"If that is Christmas,' I said to myself, 'then it is a pity it doesn't come about once a month.'"—H. H. C.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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C. H. FULLER
General Commercial Representative

E. T. WRIGHT

Commercial Engineer

B. A. KAISER Representative on Railway Relations

W. E. Bell Division Commercial Supt., Chicago

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Commercial Representative, Philadelphia W. L. DUSENBERRY Commercial Representative, Atlanta

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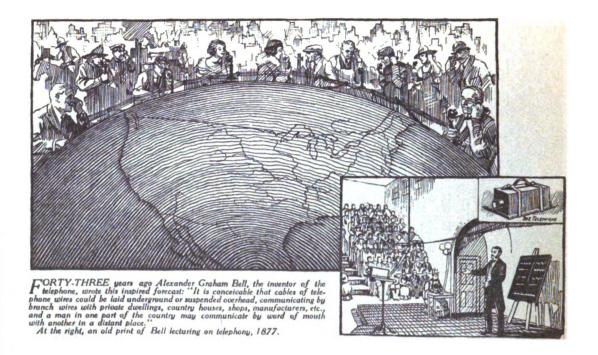
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Foresight

ORE than forty years ago, when the telephone was still in its experimental stage, with but a few wires strung around Boston, the men back of the undertaking foresaw a universal system of communication that would have its influence upon all phases of our social and commercial life.

They had a plan of organization capable of expansion to meet the growth they foresaw; and their wisdom is borne out by the fact that that plan which they established when telephones were numbered by dozens is efficient now when telephones are numbered by millions.

This foresight has advanced the scientific development of the art of

telephony to meet the multiplied public requirements. It has provided for funds essential to the construction of plant; for the purchase of the best materials on the most advantageous terms; for the training of employees to insure skilled operators; for the extension of service in anticipation of growth, with the purpose that no need which can be foreseen and met will find the Bell System unprepared.

The foresight of the early pioneers has been developed into a science during the years which have elapsed, so that the planning of future operations has become a function of the Bell System. This is why the people of the United States have the most efficient and most economical tele-

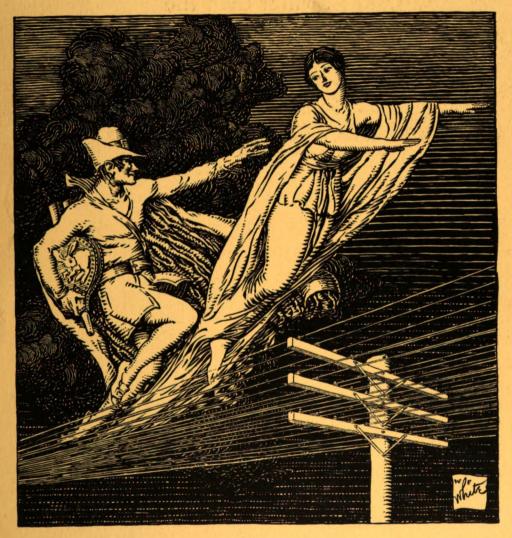
phone service in the world.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service

IONG INES



Speed

MARCH 1922

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Swifter than the Winds

HE spirit of the message," says Mr. White, "is what I have tried to portray. A graceful, feminine figure soaring through the air with tidings that mean much to those in waiting. Trains, boats, airships—she outdistances every form of courier. Storm clouds threaten; March Wind, their monarch, pursues; but she speeds on. For she is swifter even than the winds."



True enough, when you come to think of it. And in fashioning this confident symbol, is it not possible that the artist may have done more than draw just a seasonable cover illustration? We wonder if he has not put into straight lines and curves one of the essential characteristics of electrical communication—Speed.

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO. 9

T. T. COOK, EDITOR

MARCH, 1922

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

THREE THOUGHTS

SING a hand line of twine baited with a lump of soft tar, an old man moved along Broadway from one subway grating to another. Where he saw a coin lodged several feet below the level of the pavement he angled for it. Eventually the nickel, dime or other coin would adhere to the tar, there would be a bit of careful maneuvering, and he would haul it up in triumph.

A crowd of onlookers—there was a crowd around, of course; it happened in New York—cheered at each fresh success. Many of them needed the money as badly as the fisherman, but apparently it never occurred to them that the same opportunity had lain within their grasp. Only they had failed to recognize it.

Speaking of educational plans for employees, did you ever hear of the famous test laid down by Charles A. Dana, of the old New York Sun? Mr. Dana said that any man was educated—

If he could see accurately, meaning all kinds of perception—sight, hearing, touch, taste, smell.

If he could describe what he perceived; so that the other fellow could get the idea and the picture.

If he had the ability to find out what he wanted to know.

Make a creditable mark in an examination like this and you can well afford to shake hands with yourself and announce: "I'm educated, by gosh!"

The speaker insisted on referring to our organization as the "American Telephone and Telegraph Company." At the third or fourth repetition the Director broke in. "Pardon me," he said. "Do you mind calling us by our right name—the 'Long Lines Department?" Thank you; go ahead."



REAL PROGRESS

An Article Written in Response to an Invitation Extended by Our Association's Magazine Committee, on Testing the Accomplishment of an Employees' Association

By E. K. Hall, Vice-President, A. T. and T. Co.

NE of the greatest modern economists, John Stuart Mill, made the following statement: "Capacity for, and growth in, the practice of co-operation is the best test of an advancing civilization. The truth of this statement is quite obvi-The cave man played a lone game; he co-operated with nobody. He depended upon himself and his own efforts for all of the meagre necessities of existence. Gradually, as civilization began to develop, it was found that individuals could get vastly more out of life by a division of work and effort, and exchanging with each other the results of their production and their services. For centuries this process has broadened and extended until we see today the civilization of the world at its highest peak. With each advance of civilization, however, we have found things necessarily becoming increasingly complex and intri-

Before the war this complicated world machine seemed to be fairly well adjusted, running fairly smoothly. But when certain countries declined to co-operate further and started in deliberately to destroy certain parts of the machine, we realized more fully than ever how essential co-operation is to the real progress of civilization.

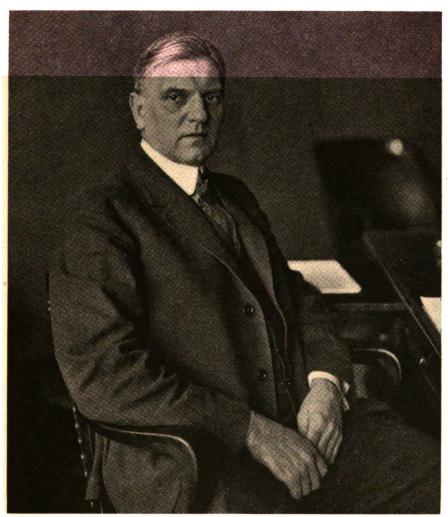
Since the war, the people of all countries have been calling for some plan to ensure permanent peace. This is another way of calling for permanent co-operation between nations.

The first great outstanding step which has been made in this direction, however, was made when President Harding called the Washington Conference on Armistice Day. To those of us who have been discussing together this general association idea for the last two or three years, the theory and procedure of the President in this historic conference is most significant.

The first step was to bring the nations together through their representatives. This was Contact. The next step was to talk things over—to really talk them over, not simply to make a mere pretense of it. Secretary Hughes in his masterly opening of the conference put the cards right out on the table with a full, frank and free statement of what this nation believed was right. None of the old time so-called "diplomacy" of saying one thing and meaning another or of using words to conceal thoughts or words that might be interpreted in two different ways.

After stating that these were the things that in the long run would make for the interest of all the nations involved and of the world as a whole, he said: "Now, let's talk it over." This was real Conference. And the nations promptly responded to this invitation to talk it over and did so in most cases with the same frankness and good nature for which Mr. Hughes had set such an unusual and outstanding example. The longer they discussed the subjects in this attitude of mind the more they began to realize that after all it was a pretty decent lot that was gathered around the conference table. They began to realize that some of the things they had heard about each other in the past were not so, and the more frankly they talked the more they came to trust each other. Confidence was established, and once confidence was established, Co-operation followed as a matter of course.

The fact that the conference did not go as far in its agreements as many people had hoped is no just basis for criticism of the conference. It must be remembered that in this particular conference nothing could be done except by unanimous agreement and progress was accordingly limited to the distance that the slowest nation was ready to cover. The point is that very real progress was made and that this progress



A new photograph of Mr. Hall, taken in his office on the 26th floor of 195 Broadway

points in the direction of real and continued co-operation. It is not at all unlikely that in subsequent conferences some of the nations that appeared to lag behind will, as a result of this conference and the education that comes from it, see a change in the public sentiment of their countries which at future conferences will make them more nearly ready to meet some of the views of their conferees.

Co-operation means working things out by concentrated effort, whether on the part of different nations or different groups or different individuals. Co-operation may exist even where many of the interests of the co-operating parties are hostile.

In cases where the interests of the individuals who are undertaking to cooperate are essentially identical, however, there is another word which I think most of us prefer to use, and that is team-work. The members of a football team, for instance, have or should have no other interest but the one common interest to so blend together the skill, the brains, the sand, the weight and the strategy of the respective members as to bring about victory for the team—the reward of each individual member being his proportionate share of the victory or success of the team. I assume that it is because so many of us are more and more beginning to appreciate that this telephone business is a team proposition that we are so often using the word team-work instead of the more general word, co-operation.

Now if there ever was a line of business where team-work is vital to the success

both of the organization itself and the individual members that go to compose it, that business is the telephone business. The members of the team are separated and distributed throughout every state in the union. Some are located in the cities, some in the towns, and some in the villages. Even in the cities and the towns they are again separated into various departments and functions. They are still further separated by reason of the fact that some must work at one period of the 24 hours and others at another.

Furthermore the business is one which by its very nature is made up of millions upon millions of details, which when considered by themselves may appear to be minor activities. If these details were handled uneconomically, unwisely or unefficiently, the grand total of all these failures would be appalling, and the result would be chaos. On the other hand, the more nearly the efforts of each individual member of the team approaches perfection, the more certain it becomes that the general result With its untold must be successful. number of individual activities and the wide separation of the individuals who perform these various activities, it is quite obvious that every possible step should be taken to make sure that all these various efforts are thoroughly co-ordinated. For this purpose organization charts were prepared showing the lines of authority and the division of responsibility, and setting out in graphic form the relations not only of the different functions but of the different parts of the territory. From time to time as experience dictated, standard practices were adopted and promulgated. Standard routines showing still further division of responsibilities and outlining methods of co-ordination were adopted. Printed instructions covering still other details were distributed. All of this was for the purpose of bringing about intelligent, harmonious and concentrated effort-Team Play.

It was vitally essential and good so far as it went, but it did not go far enough. It was gradually realized that team play is more or less perfunctory unless each member of the team thoroughly understands the purposes of the game and his individual part and opportunity in it, and unless he believes in his team mates

and has a real desire to help them win the

It seemed clear that the machinery of organization as it then existed had only partly accomplished these objects and that it was essential that the existing machinery be supplemented by other machinery which might help to develop an even finer kind of team play. Such machinery if it was to be effective would have to accomplish two things. It must bring about a much better understanding on the part of all the members of the team of what the game is all about. In other words, the policies of the business and the problems it must solve if it is to be permanently successful. It must bring about trust and confidence in each other on the part of the team members to the end that they should want to assist each other and to work shoulder to shoulder in putting their maximum individual efforts together in the common interest. It was in order that machinery of this kind might be provided that the managements of the companies associated in the Bell System invited the various groups constituting the personnel of the different companies to consider the feasibility of forming Employee Associations or Committees representing It was believed that the employees. through this machinery the management and the general forces might get better acquainted with each other, might come to better understand each other's responsibilities and tasks, and get a clearer conception of just how these different tasks fitted in to the general program.

This would provide more frequent Con-TACT between members of the team. It would provide an opportunity for discussion and Conference concerning any subject which any party to the conference wished to bring up. It would provide a means for discovering and remedying any real injustice or cause for grievance. It would tend to supplant misunderstanding with knowledge and replace mistrust with . CONFIDENCE. Once complete confidence is established it becomes so clear that it is in the interest of each individual on the team to support the efforts of the team to the very limit that the next step is inevitable—Co-operation.

To what extent in the few years of its existence the Long Lines Association has provided the machinery to accomplish these objects the readers of this magazine are probably better equipped to answer than I. But as I have had an opportunity to observe it, it seems to me the accomplishments have been very real and the progress has been magnificent.

James T. Moran, President of the Southern New England Telephone Company, in his annual report to the stockholders for 1921 made the following statement:

"The entire telephone organization is a working family; and the service to our public is never so dependable or the investment of our stockholder so secure as when that family is not only proficient in the performance of material duties, but is also imbued with belief in the broad, honest purposes and practices of the business. It will never be easy to keep the germs of doubt and misunderstanding out of an organization so large and scattered as our own, but we have faith to strive for that objective."

I know and I am sure the readers of this magazine know that Mr. Stevenson stands four square with Mr. Moran in his faith in undertaking to strive for that same objective, and I am satisfied that thousands of members of your Association share in the belief that that objective can be reached. There may and probably does still exist in the minds of some of those in the forces an entire misunderstanding as to some of the purposes and policies of the Company. There may still be cases where individual representatives of the management do not consider it worth while to receive or to discuss suggestions from the representatives of the general forces. There may be isolated cases where individual representatives of the management are unwilling to take the time or make the effort to share with the employees some of the things that make this business so interesting or are unwilling to allow the employees generally to assist in helping to solve some of the problems of the business where their assistance might prove distinctly helpful. There may be isolated cases of employees whose only interest in the business is confined to their own personal welfare of the moment, and who are not concerned either in the welfare of their team mates or in the fundamental success of the business as a whole. But I have faith to believe that if there be such cases and there probably are, that they are far less in number than they were before the Long Lines Association furnished the machinery to help eliminate them. Team play and continued effort toward more and better team play will accomplish even greater results in the future.

If I were to paraphrase Mr. Mill's statement quoted at the beginning, I would say: "Capacity for, and growth in, the practice of team play is the surest test of the continuing success of the Bell System and all the companies associated with it." To the extent that the Long Lines Association is developing and improving this team play it is establishing a record of real achievement. I can express for it no greater wish than that it will continue to make as much progress in the future as it has in the few years of its relatively short existence.

Mr. Thayer has set the standard in the quotation from his letter that stands each month at the top of the first page of this magazine: "Although widely separated you have stood together and in standing together you have not stood apart from the other parts of the Bell System. May that record go on."



"Let's talk it over," as exemplified in our own Association



The Walker-Lispenard Building, dominating everything in its part of downtown New York

HERE'S another new job coming to the Long Lines Department. Director Stevenson announces that the business of radio telephone broadcasting is to be engaged in by the Bell System and that the new service is to be handled by this Department.

The first broadcasting station will be located in the 24-story telephone building at Walker and Lispenard Streets, New York City. Steel towers 100 feet high will be constructed on the roof to support the

OUR LATEST JOB

The Bell System Takes Up Radio Telephone Broadcasting On A Commercial Basis

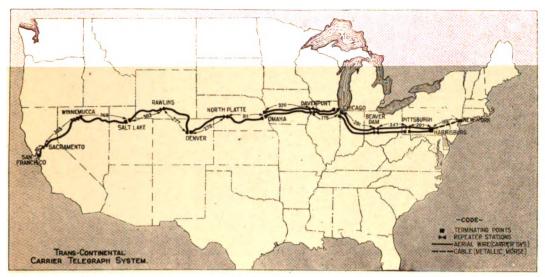
antennæ and the station will be ready to begin operations within a few weeks. If circumstances warrant it, similar stations will be erected at important centers throughout the country. Such additional stations can be connected by our wire system, so it is possible that at some future time the same program can be distributed from any central point simultaneously through any or all of the broadcasting stations.

We are going into the broadcasting business on a commercial basis for such people as contract for the service. program of our own will be provided, only the channels through which any one with whom a contract is made can send out his own program. The radio telephone facilities will be available to the public under special contracts in the same manner that our long distance wire facilities are now available to newspapers, banks and other concerns. There have been many requests for such a radio telephone broadcasting service, not only from newspapers and entertainment agencies, but from department stores and a great variety of business

The Walker Street station will be the first to handle the distribution of news, music and other programs on a commercial basis. It will cover a region from 100 to 150 miles surrounding New York City, although under the most favorable conditions it may be heard for much greater distances. Within the area normally covered there are now probably 35,000 receiving stations. Living in this area are over 11,000,000 people, so that if the service should prove popular it can reasonably be expected that the total of receiving stations will be greatly increased.

The broadcasting station on the top of our Walker Street building will be equipped

(Continued on page 10)



Route of the cross-country carrier telegraph system, opened for commercial service

January 23, 1922

CARRIER TELEGRAPH FROM COAST TO COAST

HE completion of the carrier current telegraph system between Chicago and San Francisco makes it possible to set up New York-San Francisco telegraph circuits using carrier telegraph facilities for approximately the entire distance from coast to coast. For the comparatively short distance between New York and Harrisburg, about 200 miles out of the total of 3,370, cable circuits with the accompanying metallic Morse equipment have made carrier facilities unnecessary; but with this exception, New York to San Francisco by carrier is an accomplished fact and we may therefore speak of a transcontinental carrier telegraph system.

The transcontinental telephone circuits between Chicago and San Francisco were unloaded early in 1920 for a two-fold purpose. First, to obtain an improvement in telephone transmission, since transmission of better quality can be obtained over non-loaded open wire circuits than over loaded open wire circuits; and second, to make the two pairs in the group of No. 8 gauge wires, constituting the transcontinental circuits, suitable for carrier current

operation, since carrier current systems cannot be operated on loaded open wire circuits.

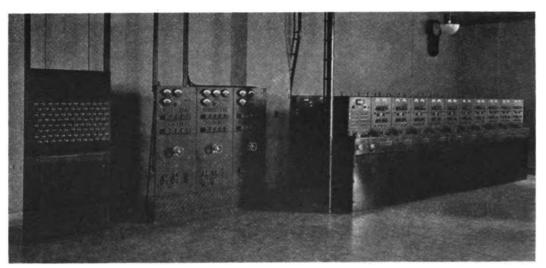
Coincident with the unloading work a carrier telegraph system was planned between Chicago and San Francisco. The equipment as planned and as subsequently installed consists in effect of five separate systems, capable of being connected together with the utmost flexibility and providing the following telegraph facilities: Chicago-Omaha.......20 Morse channels Omaha-Denver.......10 Morse channels Denver-Salt Lake.......8 Morse channels Salt Lake-San Francisco 6 Morse channels a Morse channel being the equivalent of a physical telegraph circuit.

The systems necessary to obtain these facilities are as follows:

Two 10-channel systems between Chicago and Omaha, a distance of 495 miles, with repeaters at Davenport, a total of 9,900 channel miles.

One 10-channel system between Omaha and Denver, a distance of 586 miles, with a repeater at North Platte, a total of 5,860 channel miles.

One 8-channel system between Denver and Salt Lake, a distance of 580 miles, with



Carrier telegraph terminal equipment at Omaha, showing the general arrangement of terminal and power supply panels

a repeater at Rawlins, a total of 4,640 channel miles.

One 6-channel system between Salt Lake and San Francisco (Oakland), a distance of 764 miles, with repeaters at Winnemucca and Sacramento, a total of 4,584 channel miles.

A grand total of nearly 25,000 channel miles is thus provided using only approximately 3,000 miles of physical circuits.

These individual systems can be operated independently between their terminal points or connected together to provide through wires with or without drops at any or all terminals, i. e., Chicago, Omaha, Denver, Salt Lake and San Francisco. At Chicago connections can be made to Eastern systems, as previously indicated, making it possible to provide carrier telegraph facilities between Harrisburg and San Francisco. These carrier systems are superimposed upon the 8-gauge circuits of the transcontinental line without the sacrifice of any facilities previously derived from these wires. No reduction in the use of these wires for telephone purposes results and the wires are still available for direct current Morse circuits.

While this apparatus represents the latest development in carrier telegraph equipment and contains a number of refinements and improvements not present in the earlier types, fundamentally it is substantially the same as previous systems, the first experimental type of which was tried out between Maumee and Chicago in 1917.

A carrier telegraph system provides a means whereby a number of telegraph circuits can be obtained from a single pair of wires. The fundamental principles underlying these systems and descriptions of commercial types of apparatus are given in a paper entitled "Carrier Current Tele-phony and Telegraphy," by E. H. Colpitts and O. B. Blackwell, which paper is available and has been widely distributed among those interested in carrier current equipment. In general, in a carrier current telegraph system a number of separate telegraph messages are superimposed simultaneously on a single physical circuit by using separate currents called "carrier currents" for each message. These carrier currents are made to vary in accordance with the variations of current representing the telegraph message and therefore may be said to carry the telegraph message.

Alternating currents of frequencies higher than those required for telephone transmission are employed, and these are separated from the telephone frequency currents at terminal and repeater points by means of filter equipment in the same manner that direct current Morse circuits are separated from the telephone circuits in the Morse composite set. Two currents of different frequencies per channel are used, one for transmitting in one direction and the other for transmitting in the reverse direction, and the different frequencies which are employed must differ sufficiently between themselves so that

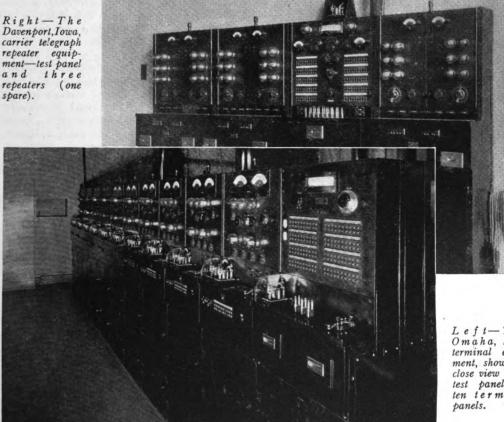
they may be separated from each other at the terminals by the use of proper Thus for a 10-channel electrical circuits. system a total of 20 separate currents of different frequencies are employed, each current differing in frequency from its nearest neighbor by approximately 250 cycles. At the terminal points each current is directed into the proper channel by means of a tuned circuit which admits currents of that frequency but no other, while at repeater points the whole range of frequencies is amplified in a manner similar to that in which the voice frequency repeater amplifies all of the frequencies which go to make up the voice.

Each channel consists of sending and receiving equipment at each terminal. The sending equipment is made up first of an oscillator which is the source of the alternating current for that particular channel, adjusted to the frequency of the particular channel. The output of this oscillator is controlled by relay equipment

which is in turn controlled by the sender's telegraph key. An oscillator amplifier is next provided by means of which the output of the oscillator can be amplified and the sending current adjusted to the proper value. From the oscillator the high frequency alternating current passes through a tuned circuit to prevent interference between channels, and thence to the line.

The receiving equipment consists of a tuned circuit adjusted to select the receiving frequency of the channel, an amplifier circuit to increase the received current to the proper amount and a detector circuit by means of which the high frequency alternating current is rectified and made suitable to operate the receiving relay equipment. Thus are provided one-way circuits in each direction which properly combined make two - way telegraph circuits or channels.

These channels are suitable for all kinds of Morse service and may be connected to



Left-TheOmaha, Neb., terminal equipment, showing a close view of the test panel and ten terminal

other telegraph facilities with perfect flexibility. Open wire, metallic and carrier channels may be connected together when necessary and operated full or half duplex, as service may require. They are also suitable for the operation of printers. During the testing of this system New York-San Francisco telegraph circuits were built up using metallic Morse equipment between New York and Harrisburg, carrier channels of the Harrisburg-Chicago telegraph system No. 1 (which, by the way, was the first commercial carrier telegraph system and was installed during 1919) between Harrisburg and Chicago, and channels of the Chicago-San Francisco carrier telegraph systems between Chicago and San Francisco. Moreover, two of these channels were looped back at San Francisco so that the telegraph circuit actually extended from New York to San Francisco and back, a total of 6,738 miles of telegraph circuit of which 6,340 were carrier. A perfectly satisfactory telegraph circuit was obtained.

As previously stated the Chicago-San Francisco system is the latest type, of carrier telegraph equipment in which a number of refinements and improvements have been incorporated for the first time. As such it constituted a trial system and was under the supervision of the Department of Development and Research during its installation. The installation work was done in part by the Long Lines Department, Division Equipment Installation Forces, in part by the Western Electric Company, and west of Denver where the equipment is the property of the Associated Companies the installation work was arranged for by the Mountain States and Pacific Telephone and Telegraph Com-The testing work was handled by the Department of Development and Research in which work representatives of the Long Lines and the Associated Companies participated.

Some sections of the entire system were completed somewhat in advance of others, and some channels in these sections were used for service in emergency, so that service was furnished over the system between Chicago and Omaha during November, 1921, and between Chicago and Denver early in December, 1921. The first Chicago-San Francisco carrier telegraph circuit was set up for test on December 8, 1921, and the first New York-San Francisco carrier telegraph circuit was set up for test on December 21, 1921. At a demonstration of the transcontinental telegraph system on January 6, 1922, printer equipment was operated over the carrier between New York and San Francisco. Commercial service over the entire system was established January 23, 1922.

Our Latest Job

(Continued from page 6)

with the latest developments of the Bell System, including the use of electrical filters and new methods whereby, as the business grows, several wave lengths can be sent out simultaneously. In this way receiving stations may listen at will to any one of several stations.

The Bell System has already demonstrated the possibility of talking by wireless, when all atmospheric conditions are favorable, across the continent or even for much greater distances over water. Radio telephone transmission for such long distances is not now dependable, however, and is not to be compared from a standpoint of service or economy with transmission over wires. But for a broadcasting service involving only one-way transmission, where the same message is given simultaneously to many people within reasonable distances of the transmitting station, radio telephony offers a promising field for development.

Y observation," said the merchant, "is that people each succeeding year want things just a little bit better than the year before." The same statement could be made regarding telephone service.

Twenty-one was a year of marked achievement, but 1922 must carry us still further. The task will not be difficult if met in the same spirit with which last year's problems were attacked.

We must be as discerning as the merchant and recognize that a little better service is expected each year. We cannot run the risk of standing still. It is by voluntarily pushing our service goal ahead and reaching the mark set, that we may keep in a position to merit the confidence of our patrons. Only by having and holding the confidence of patrons is our position secure.—J. P. W.



Jupiter Pluvius: "What sayest thou, beautiful son Sleet?"

A WINTER'S TALE.

Playlet by William Shakeswifear

Characters

JUPITER PLUVIUSThe Rainmaker
SLEET
McKay Division 2 Plant Supt.
GALBRAITH Div. Supt. of Line Constr.
KLINE Div. Supv'r of Special Contract
Service
STREETER District 21 Plant Supt.
ALBRECHT District 22 Plant Supt.
HALLDistrict 24 Plant Supt.
STRICKLAND Chief Testboard Man, Phila.
Testboard men, repeater attendants, division gangs, section linemen

Prologue

The cloud home of the winds. Aurora Borealis flames. A tempest moans in the distance. Jupe and Sleet in conference.

JUPITER PLUVIUS: What sayest thou, beautiful son? All the division gangs are now in the New England states cleaning up after our recent sojourn in yon territory. Methinks this new Division 2 would be desirous of displaying the mettle of its executive body. What sayest? Quick!

SLEET: Royal father, with brother Gale I'll glaze everything in the eastern sections of Pennsylvania, New Jersey and Maryland. We will spread a coverlid of ice o'er

all the earth, that shall cling to trees, poles, wires, and by its simple weight break all resistance. Long ere the mortals wist what is afoot, communications will be severed. Then let these mortals of Division 2 have cognizance of our resistless might.

[The moaning of the wind slowly increases to a roar.]

Act I, Scene I

January 11, 1922. Interior of division plant superintendent's office. Early morning. Division superintendent seated at his desk, a worried look on his face.

McKay: 'Tis a mean lookout! We shall have trouble on the aerial before night. *Pushes button*.

Enter GALBRAITH.

GALBRAITH: Didst ring, chief? What is thy will?

McKay: The elements threaten us with direst trouble. Prepare thy department to move divers gangs of tried and trusty yeomen into this district over night, if must be. We will have need of the lusty arms of our retainers ere once again the moon looks down on an unblemished System.

Galbraith: Cheerio! (Exit. Enter Kline.)

KLINE: Pray what dost thou wish, your

majesty?

McKay: Prepare thyself to give good account of the leased wire service in the event of trouble.

KLINE: It shall be done, sovereign.

McKay: Uneasiness is borne upon the air. It manifests itself as certainly as arctics too near a fire. One needs but list intently for a while to hear its wingsa-rustle overhead. When the morrow comes I fear 'twill show us sundry lines cold and dead, mere useless things.

[A gust of sleet rattles against the window. Curtain.

Scene II

Philadelphia testroom 10:10 a. m. Testboard men working feverishly.

T.B.M. No. 1: Ye gods! Poughkeepsie-Philadelphia 60-wire line has failed; locates between Philadelphia and Newtown Square!

T.B.M. No. 2: (It is now 10:30 a. m.)

Philadelphia-Bethlehem line fails.

T.B.M. No. 1: (Reads report from Newtown Square) "All open wire lines out of Newtown Square failed.

[Enter STRICKLAND.]
STRICKLAND: 'Tis a dirty outlay! To the cables, lads; patch the Morse and provide at least one telephone circuit to each point distressed.

[Wild scenes ensue. Men tear their hair and shout. Loud noise of instruments.]

Scene III

Interior of the division plant superintendent's office. Midnight. McKAY seated at desk, with executive staff around him.

McKay: Men, the new division is summoned to show the merit of its organization. Every open wire line in District 21 is down and many others in Districts 22 and 24. A complete report up to this moment tells of 153 poles broken off and hundreds of wire breaks to be repaired. Section linemen have covered hill and vale and find conditions serious. I look to you. Begone!

Curtain descends as men hurry toward door.

Act II, Scene I

Philadelphia testroom. Next morning. STRICKLAND, STREETER, KLINE and testboard men.

STRICKLAND: Well done, boys. the Morse patched in the cables and service ready on a full time basis. And at least one telephone circuit built up to each point untowardly touched.

STREETER: 'Tis wonderful! How dost get such uncanny outcomes?

STRICKLAND: Simple enow, I venture. My men in a time like this think not of homefires or comforts. They have stood by steadily for 24 hours and will be here for eight hours more ere thinking aught of

Streeter: Methinks 'tis love of service that prompts such valiant deeds.

Hast heard of the wonders accomplished overnight on the metallic repeater devices? Eleven new sets turned over to us last night at Harrisburg. These sets were cross connected, tested for insectean ailments and placed in use this morning. Eleven leaseholds working on them through the cable, New York to Repeater vassals worked Pittsburgh. through the darkened hours getting them in readiness.

Scene II

Interior of office of division superintendent of line construction. Afternoon of the same day. Division superintendent of line construction walking to and fro.

GALBRAITH: (Soliloquizes.) Fourteen division gangs and three Bell gangs arriving in this territory today. Methinks they will consume this mess of pottage with little ado. There shall be animate wires before another dusk. There must be. The new division shows its worth today.

[McKay enters.]

McKay: Give me the news, I pray thee. GALBRAITH: The outlook is bright. A courier brings me word that one pair is again at work on the Philadelphia-Harrisburg line to Harrisburg. And by night there shall be many more.

McKay: Ha! It gives me twinges of pride. These warriors come through. Extend my warmest greetings to all con-

[Exeunt Galbraith and McKay, arm in arm. Curtain.

Epilogue

Above the clouds. It is Sunday, January 15. JUPITER and SLEET are talking earnestly together.

JUPE: Son Sleet, tell thy brother Gale 'twas vainglory to have tried pulling anything on that coterie. Our bag of tricks was too simple. But anon-another day we shall have a subtler fling at them.

[Both disappear behind a silver-lined cloud.]

CURTAIN



"Should she invite him into the house?" asks the advertisement. Miss Bruner, of Missouri, seems to agree with F. P. A., of New York, that it's strictly a local issue

O you read the advertisements? Why, certainly; everybody does. And have you ever read an adthat tickled your funny bone and made you grin so that both your teeth showed? Of course you have. Not one that was meant to be humorous, but one that was unintentionally funny.

We see some good ones here in St. Louis. The kind, for example, that says, "How can she keep that school-girl complexion?" You know the answer is "Palmolive Soap," because the picture shows an Egyptian maid kneeling with oils at the feet of a damsel about to do an ancient dance.

One of our opers. was poring the other day over one that advertised a book on etiquette. The picture showed a young couple returning to the girl's home from a dance. The riddle was "Should she invite him into the house or say goodnight to him at the door? It is late but the folks are still up," and then the plot is that you should buy the book and look up the answer. Presto! No trick whatever.

Before squandering your money, consult us. We answer such questions every day.

MANNERS BY MAIL

Miss Cleo Bruner, St. Louis Traffic, Tells What to Do Before the Social Secretary comes

Why, just yesterday our New York supervisor asked us that same question and we told her, "Why, certainly; ask him in to breakfast, if you're sure it isn't over. You've got to show him a *little* hospitality."

"What is the correct way to eat corn on the cob in a public dining room?" inquires the searching writer of the same advertisement. There's only one possible answer to that if you want to hold the guy's affection: Don't eat it ay-tall.

"How should wedding gifts or birthday gifts be acknowledged?" In our humble opinion, there's a perfectly simple and simply perfect way to do it. Bide your time for a suitable occasion and then send the darned things back to the donors. It's practically impossible to get even otherwise.

"Is it correct for a woman to wear a hat in a restaurant or hotel dining-room in the evening?" That's not so important. We think, though, that somebody should make a rule limiting the length of feathers on hats worn in elevators.

We should say also, in answer to the question "Should a man offer his hand to a woman when he is introduced to her?" that such a course seems a bit impulsive. Love at first sight often ends happily in novels, but for the average man we strongly urge further reflection before proposing to the lady. Wait until the second meeting, at least.

Circumstances should dictate a man's position when he is walking with two ladies. If they are barely on speaking terms with each other he might do well to walk between them and preserve neutrality as far as possible. On the other hand, if the two are close friends discussing fashions or children, our advice is that he drop discreetly out of earshot in the rear.

Frankly, there's only one question in the whole list that bothers us. "Do you know how to overcome self-consciousness?" And even for this we have a wee suspicion that we have the dope: "Be an L. D. operator."



When the Susquehanna River wrecked our Avon-Baltimore line

"Under Hazardous Conditions"

How Section Linemen Bill Douglas and Patsy Locke, Plant District 24, Rivaled Eliza in Winning Their Vail Medals. Told by H. C. Spetz, Harrisburg

HE winter of 1919-20 was one of the severest experienced in Pennsylvania in many years. The Susquehanna River was frozen to a thickness of several feet in places and when the spring thaw arrived the havoc caused by the breaking up of the ice gave those residing close to the river many anxious moments. An avalanche of floes swept onward by the water wiped out everything in its path.

Ponderous ice cakes, creaking as they collided, grating and grumbling as they jostled one another about, made a spectacle of limitless power. The debris carried in the wake of the avalanche was tossed to and fro and piled up in grotesque heaps marking the swath of the swollen stream.

Such were the hazards that faced W. M. Douglas and W. A. Locke, section linemen at Harrisburg, in March, 1920, when the Avon-Baltimore line was reported down and the restoration of service devolved upon them. Furthermore, the break had occurred at Rockville, Pa., a point where the line was partly submerged by the

flooded Susquehanna. This added greatly to the obstacles to be surmounted.

At 3:00 p. m. the break was reported. The Avon-Baltimore was as useless as a hot water bottle with the thermometer 100 degrees in the shade. A summons went out for Bill Douglas and Patsy Locke. They tackled their assignment in a message to Garcia spirit and delivered.

From the moment they began the perilous task they never wavered; and when the broken wires were once more pieced together they had earned the Vail medals which they have recently received. It is in connection with this presentation that the story of their deeds, which probably lend themselves to narrative better than those performed by our other medal winners, is told now.

Let me try to draw a picture of their exploit. Can you imagine a maddened mass of ice cakes churning in a broad river? White monsters tumbling furiously about, floe ramming floe, a stampede of immense, senseless brutes seeking an escape from the force driving them forward? Bill

and Patsy saw it face to face and fought against it, pitting their strength against the forces of nature.

They had visited the scene the day before the break. A pole was broken in half, with its upper part resting upon a cake of

ice fully six feet thick.

"If this confounded river rises as much as it did last night," remarked Bill, "the Long Lines Department will find its Avon-Baltimore line in the Chesapeake Bay by morning."

"Yes," said Patsy, "but if she does go

"Yes," said Patsy, "but if she does go out there, we'll fetch her back." He didn't realize until the next day how near his prophecy would be fulfilled. They repaired the damage and returned to

Harrisburg.

All remained quiet over night and during the ensuing morning, but about 3:00 p. m. the Harrisburg testboard reported the entire Avon-Baltimore (middle division) line crossed. Measurements calculated the trouble in the vicinity of Rockville, practically the same location as the break of the previous day. A hurry call was issued and Douglas and Locke were soon on their way to the trouble.

Arriving about a mile below the Rock-

ville bridge they found the road obstructed with water, ice and flotsam of every description. It was impassable for a tank, let alone a peaceably inclined flivver, so they had to desert their conveyance and proceed on foot.

"I hate to leave the old boy, Patsy, but

what is must be."

With this Bill glanced at his hip boots; cast a contemplative eye over the stretch of water before him; began fumbling among the tools; satisfied himself at last that he had the essential ones; eyed Patsy quizzically for a moment and burst out: "Are you game?"

"Game! Say, man, do you think I'd be afraid of a thing like that"—waving his hand toward the flood—"after braining rattlesnakes and copperheads in the mountains all my life? Pshaw; that's a cinch."

By this time he too had equipped himself with tools from the car, and both splashed off along the road. For a distance their progress was impeded by nothing worse than water. Following the trolley track they avoided the worst of it; but even here, 300 yards inland, the water had risen to a depth of two feet. Trudging along, they eventually arrived at a point where further



- [15] -

progress appeared impossible. The fury of the flood had sent trees, masses of ice and even derelict buildings crashing into the Avon-Baltimore line. Its poles were tilted drunkenly. Its coated wires dangled helplessly. In fact, a picture of more complete desolation would be hard to imagine. And separating them from the line was a wide stretch of water lashed to foam by stampeding ice floes.

Patsy said, "Gosh!"

You've read about Washington crossing the Delaware with the ice surrounding the boats. Bill and Patsy had no boat, and if they had had one it would have been useless.

"We've got to ride these floaters and trust to luck that we get there," remarked Patsy, pointing to the trees resting against

the line to indicate their objective.

"Ride and jump," corrected Bill, "and for the love of Mike, Patsy, we'll have to steer those critters like bucking broncos." So saying, he secured his tools to leave his hands free. Patsy followed suit and they mounted separate cakes, cautiously measuring each step lest one false move should plunge them to disaster.

Jumping from one floating mass to another, they would rock dubiously for a moment, but each time managed to regain their poise. Swaying, slipping, clutching for a hold, they struggled over the chaos

of ice.

The concussion, as their ice rafts crashed against other floes, at times threatened to pitch them from their footing. Once the plunging cakes on which they rode collided with each other. One sank, tilted, recovered itself and again surged to the

surface, with its passenger still aboard. But they reached their goal.

"This means chop and work like a beaver," came from Bill as he regarded the trees resting against the wire.

"All right," a n s w e r e d Patsy. "Watch me make the sparks fly." Chop they did, and dragged each tree aside as it was released. When the network of crossed wires was finally unravelled, they looked ahead—only to see a still more discouraging sight.

A store, wrenched from its foundations, had been swept across the line, tearing the wires into shreds and crossing them hopelessly. Once more they set to the work of

solving a wire riddle.

Now they were ready to complete the job. Fortunately for them, a tree had lodged against the building which had been the original cause of the trouble. One climbed this while the other connected the wires at the next pole. Tugging and plugging away, they finished their task.

By this time dusk had spread its shadows. A piercing wind was now blowing in their faces, while driving snow and sleet added more handicaps; but the linemen fought their way back over the jam just as they

had come.

"Well, Bill," panted Patsy as they gained the shore, "how the devil did we do it?"

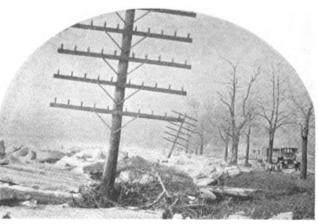
"Patsy, don't make me think. What I want is something to eat." And they started back to the flivver.

Miss R. E. Smith Says

"While hunting for pictures of the Morrell Park office," says Miss R. E. Smith, Chicago, "I came across the following, published in the operating bulletin shortly after we moved into our present quarters."

"Strange things in the new toll room: 128 cubic feet of wood—cord; a broken down horse—plug; part of alady's coiffure—switch;

a steamboat officer—pilot; a means of illuminationlamp; a card of admissionticket; a friend of the midnight rambler-key; a precious stone—opal; a bankrupt's substitute-receiver: an object of interest to girls-ring; traveling companion trunk."



"Don't ask me how we did it," said Bill,
"What I want is something to eat."



By C. L. Brown, District Traffic Superintendent

UR northern neighbors who have an idea that none but balmy breezes ever blow down in Virginia should have seen us on the morning of January 27. On this morning the fleecy flakes began to fly and when, 36 hours later, they stopped falling the weather bureau figured that Richmond was officially covered with 19 inches of snow.

Nineteen inches of snow down East is not taken as a stampede signal, because it is quite the usual; but 19 inches of snow on the graves of numerous departed presidents is quite out of the ordinary.

By the morning of January 29 the transportation system (that portion of it which was not already out of commission on account of a strike) was tied up in knots. In every part of the city one could see flivvers and automobiles stalled in the drifts. On all sides people misquoted Shakespeare in trying to trade a kingdom for a horse.

The storm created an emergency, and an emergency is one of the things Bell System employees "don't like nothing better than."

On Friday night the telephone people knew that the next day was going to bring difficulties. They remembered that when people get into trouble they are prone to depend on the telephone to help them out. As many of the girls as could find a little corner to curl up in stayed in the telephone building all night so as to be ready for the early morning tours on Saturday. These were sufficient to take care of the first traffic loads. But not for very long did they have to work alone, because as soon as daylight came the other girls began to come in from the four corners of the city, and they did not stand on ceremony in their method of coming.

The telephone company trucks and hired automobiles were early on the job going out to bring in the girls, but many times when they called for a girl they were told that she was already on her way. The girls who had an opportunity to ride to the office were thankful for it, but those who could not ride did not hesitate to use the primitive method of travel.

In the twilight of gray dawn the writer had to break a track through about three miles of the "beautiful." When about two and a half miles away from the office he passed a lone girl trudging along in the same general direction. He had no recollection of ever having seen the girl before, but he made a mental note of her appearance and bet himself three fingers of white lightning that within the next hour he would see her enter the telephone building. Sure enough, about ten minutes after he got to the building, the little girl came in looking as if three miles through 20 inches of snow was her usual morning recreation. She was one of many who did likewise.

While the Traffic Superintendent was running around trying to hire automobiles to bring in the girls of the Long Lines office the girls all got in without any help. And when they got in they stayed in until the emergency had passed. Those assigned to work on Sunday were lodged at a hotel in the vicinity of the office.

The girls of the Richmond office, both local and long distance, deserve the sterling silver shirtwaist for being on the job when most needed.

Nothing has been said about Plant. Bless their hearts, those faithful Plant men never get praised. They are always on the job just as everybody knows they will be. In Richmond they were all present or accounted for. To have seen them work

and heard them talk one would not have thought the situation unusual. I did hear one or two of them remark that "Walking was not so good this morning." We were fortunate in not having much line trouble, but what we did have was cleared in record time. Hankins loves a snow-storm.

By the third day of February the snow was all gone and Virginia sunshine was as plentiful as Blue

Ridge moonshine. But, quickly as it vanished, the storm will give old-timers of the future something else to date their reminiscences from.

"SHE came in," says Mr. Brown, "looking as if three miles through 20 inches of snow was her usual morning recreation. She was one of many."

Hello, Operator; How Are Your Sales?

HAT? You aren't a saleswoman? You're mistaken, operator! Just because you don't lean over a counter and, siren-like, warble to the passerby, "Show you something in conversations, sir? This little station-to-station is very fetching . . . Latest thing. We also carry a very choice selection of person-to-persons, if you care for the higher priced goods. Ah that little messenger appointment is just suited to your particular style of business! Very good, sir Cash or charge?"—is no real reason why you aren't a saleswoman.

Our Company sells service; and you, as its representative, in pursuit of your ordinary duties as operator—the rendering of prompt, courteous and efficient service—are bringing into play all of the fundamental principles of good salesmanship.

A very wise business man has said, "Good salesmanship is selling goods that don't come back to customers that do," and it requires no great stretch of imagination to see its application to your own job.

Of course, a subscriber couldn't return the goods literally, but if he complains of an unsatisfactory connection, and investigation bears out his complaint, the Company must reduce the charge or, in some cases, cancel it entirely.

So, as (I quote an authority) "all business enterprises depend for their success upon the persons who dispose of its pro-

duct or service," it is up to you to sell a connection that is so satisfactory in every way—quality of transmission and speed and accuracy of service—that the subscriber will feel it to his advantage to conduct his business in every possible instance through our Company.—Lois Overman, St. Louis.

LOUISVILLE OPERATOR: "Please deposit 30 cents."
COLORED WOMAN (who

has previously deposited ten cents for a report): "No, suh. Collect de fare for t'other end from dat cullud pusson dere. I ain't paying for both ends of the line for nobody!"



BY THE WAY

A Long Lines Motor Car Communes with Itself

HO, hum; I'll say I'm tired. Standing here so long I thought I was Rip Van Winkle. . . Easy man, you've got me all choked up. I'll be all right as soon as I get warmed up. Always get my face washed like this whenever I get a drink.

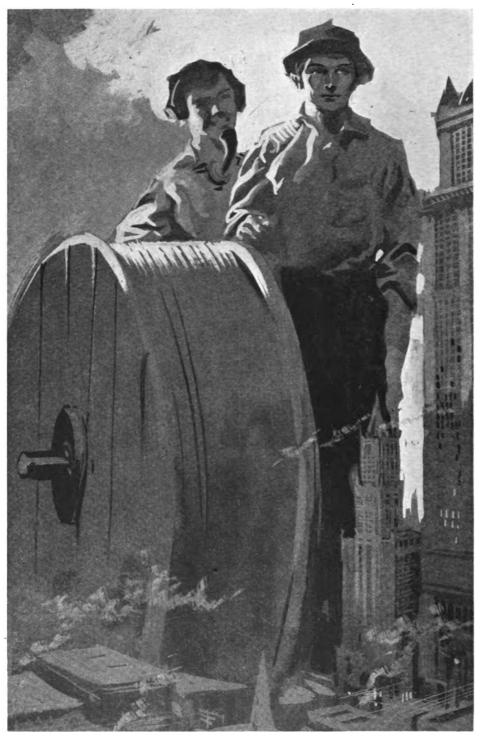
For goodness sake! Look at that thing ahead of us blocking the road. Can't go past there. Now what? Some one said that was a *small* mountain compared to the others we're going over. If that's the case I never want to see a large one. Wonder how I can help from climbing that? If I cough they'll either choke me or shift gears and shake me up, so I guess I'll go ahead. . . . That wasn't so hard after all. Now I can coast down this side. . . . Darn these rocks. Ouch! I'm all bruised up. Hope that's the last. . . .

Ah, here we go; real concrete road. Not so bad when you get here. . . . Nice town this is. Whoa! They want to stop.

Pretty nice building. It's the best building in the town; must be the City Hall. Looks like that place on Walker Street, New York. . . . Now what do you think of that? I forgot what it was. That's one of the repeater stations along the New York-Chicago aerial cable. Remember seeing some others like it along the road. Going into service soon, I guess. They seem to be all keyed up inside.

All set. Let's go. Have to be careful on these bridges; don't want to miss the entrance because I never learned how to swim. Pretty cold along here too. This is the seven-mile stretch, Lincoln Highway. If it's as cold as this on the other end, think I'll have to do some stretching myself. . . .

Well, I guess this is where I stay tonight. Glad they have the heat turned on. Hope they close that window. So I don't catch cold. That car next to me has a bad cough already. . . . Look at the flivvers over there having a card party. That one on the end has enough cards on him to take a prize at the county fair. He must have had a bad smash-up. . . . There's one over there from my town, but guess he doesn't recognize me. As long as there's no one to bump into, I might as well rest for the night.—Long Lines Auto.



"When each of us has accepted the fact that the Association is an important agency in furnishing the best possible service to the public, we shall have reached a point where we can take full advantage of our opportunities."

"WHAT CHANCE HAVE I?"

I. E. Lattimer, President, General Assembly, Discusses the Pertinent Subject of Making the Most of Opportunities Found in Association Work

T one time or another we have all heard it said that in a big organization like the telephone company employees do not get an opportunity to develop up to what they are capable of. In some cases this may be true; but it is much more frequently the case that people actually do not avail themselves of the opportunities that are within the scope of their individual zones of activity. The fault may lie in the fact that they lack the ambition to develop their opportunities, but often the fault is failure to recognize them. It is the purpose of this article to call attention to the opportunities for self-development that are afforded by the activities of the Employees' Association.

The Association is still young; in many cases its value is not fully understood, and in many more cases it is probably misunderstood. This is to be expected in any new institution. The common interest of all of us working for the Long Lines Department is furnishing the best possible long distance service to the telephone-using public, and unquestionably the Employees' Association is an important agency in the accomplishment of that result by assisting in the shaping of practices and policies. When this fact comes to be fully accepted, an important phase in the life of the Association will have been completed.

And when each of us individually has accepted this fact, we shall have reached a point where we can take full advantage of available opportunities for self - development.

In a big business like ours there are many problems, some of them of purely technical detail, other problems of determining the best practices and policies to follow. The jobs that most of us hold down are of the first class; ones in which, once the routine duties have been learned, it is easy to become a human machine and to fall into thinking that there is nothing further left for us to develop into in our position. It is, however, from among us

of this class that most of the Association's officers and committeemen are chosen, and to us, through this agency, is given the opportunity of gaining experience by taking a hand in the shaping of policies and practices.

Now we rise up and say: "But here am I, a member—not even a chairman, mind you—of some branch sub-committee or other; what chance have I of getting any training along the line of learning to solve big problems and of increasing my value to anyone, particularly myself?"

Well, let's see. Just how much have we personally contributed toward the activities of the sub-committee to which we have been assigned? Have we simply voted "Yes" 'No" in accordance with what the others have done, or have we actually come across with a few ideas or suggestions that were helpful? The problems in connection with the activities of our sub-committee are probably of a type considerably different from those of our everyday work; that is, they are problems of more of an administrative nature, problems whose solution has a more direct bearing on the results sought after, and therefore afford an opportunity to get a little real administrative experience. Only a little, to be sure, but distinctly in that direction.

If we happen to be a member of the executive committee of a branch, or a member of some superior body, the opportunities are correspondingly greater. The matters coming before such bodies are varied and the application of real, logical reasoning is required in their treatment. Questions have to be analyzed, their relations to established principles have to be determined; and the chance of establishing undesirable precedents has to be carefully weighed.

These functions cannot be properly performed without our becoming familiar with underlying principles and finding out something of what they are built up on and why. In the meantime, knowledge and experience are being increased. We are finding out some of the most important things about the running of our business, things that perhaps are not at all visible in our daily work. A new point of view is opened up and it is discovered that there is a really good reason why everything is as it is, and we are actually surprised to find out that things didn't just grow that way.

We find out further that they probably cannot be changed without upsetting a nicely adjusted balance somewhere in the system. Of course, we may have to back off and readjust our ideas at this point, but that is because we have learned something new and have to get used to it. No longer can we look only at the surface of a proposition; we immediately begin to apply our newly acquired knowledge of the relations between things. And right there our value to our jobs and ourselves begins to increase. There has been opened up a new line of reasoning which we begin to apply to our everyday work with beneficial results.

Of course, all the underlying things which we have become interested in have existed right along, but it has required a special occasion and stimulus to make us grasp them. The requirements Association activities have provided the occasion and our feeling of personal responsibility for doing the right thing in connection with a more or less public trust has supplied the special stimulus. Special oppor-

tunities to learn more about underlying principles are presented in our contact with management representatives because the majority of Association matters call for study in the light of these underlying principles.

There remains much to be done in this direction. Many of the matters of general nature in which the Association is now interested have been found to be of more far-reaching nature than was appreciated when they first came up. Some have been found to be in accord with existing policies, others entirely irreconcilable. Most of them have been found to have a place in helping to shape future practices and policies. All of them have afforded valuable experience to those Association members assigned to study them, and such

members cannot but have profited personally by their experience.

We are all looking forward to better jobs. Among the requirements for holding them down may be mentioned the following:

1. Knowing all about the detail of our particular jobs.

2. Having good common sense.

3. Learning the requirements of the other fellow's job—the higher position we hope some day to fill.

The first of these requirements we are getting crammed down our throats every day; the second we are born with if we are lucky; but the third we probably have to make a special effort to acquire, and the activities of the Employees' Association afford very special opportunities in this direction. Let's make the most of them.

First L. D. Call?

"Is that you, Professor? This is Gower

talking. I am going to bark like a dog. Do you hear me now? I will try it again. Now do you hear? Bow-wow-wow! You got that all right? I am going to meow like a cat," and he did. "I am going to baa like a sheep," and he did.

Such, as reported by Charles E. Lincoln, now connected with the Providence, R. I., Journal, was one end of the first long distance telephone conversation ever held. It is

said to have taken place in 1877 between Fred Gower, editorial writer on the Providence Press and Star, and Professor Bell in Boston.

In that year Lincoln was covering local news for the Providence Dispatch. Being advised that unusual experiments were to be tried out in Providence the evening of March 31, he crept up the stairs to the A. & P. office and sat on the top step just outside the door, where he could remain without much danger of discovery.

Gower was talking as he began to listen. Other people in the room followed Gower at the instrument, and then, judging from the way the occupants were moving about that the meeting was breaking up, the eavesdropper left in the same sleuth-like manner that he came.

"ASSOCIATION functions," says Mr.

Lattimer, "cannot be

properly performed with-

out our becoming

familiar with underlying

principles and finding out

something of what they

are built on and why."

Leo Peters as a diminutive messenger, 1889

LL of the old-





And Leo today, with friends all over the land

Our Own Who's Who

This Time It's Leo Peters, Chicago Plant, Who Is Word-Pictured by a Colleague

timers and many of the younger generation know Leo Peters, of Chicago. He has an acquaintance that is nationwide because of his checkered career working with different cities by telegraph and telephone.

Leo started with the A. T. and T. Company as a

messenger boy. He served successfully as testboard man, wire chief, manager, special agent, chief testboard man and telephone service observer, and is now in the last named position for District 41, Division 4.

In late years "Pete" has made many friends in the cities along the route of the transcontinental lines. He has worked on telephone repeaters at Chicago in all of the important demonstrations. When talking on the wire he says the most unexpected things, and it doesn't make any difference with whom he is speaking; if he thinks of anything funny to say, he says it. The boys along the line enjoy his little comedy to break the monotony of "One, two, three, four, five on one." I notice that when these gentlemen visit Chicago the mere mention of his name provokes a smile.

Pete landed his first position in 1889, being hired as a messenger by W. E. Bell, at that time superintendent for the A. D. T. Company, controlled by the Chicago Telephone Company. He says he was the most diminutive boy in the service and the girls were all wild about him.

He remained with the company for some time and resigned to accept a position with

the Western Union, so as to master the art of telegraphy. After hard work he became proficient enough to accept a position as telegraph operator. Later, at the age of 19, he was promoted to wire chief two and years later to division chief, a position now termed traffic chief. He was the

youngest man ever to attain that position.

He was married just before he became of age. The boys bought him a wedding present and presented it in this manner. The boss got the gang together and then told Pete he wanted to see him in his office. Pete, not suspecting the reason, entered with his heart beating like a trip-hammer. The boss approached him, gave him the impression that he was not satisfied with the way he had been performing his work and finished by saying: "We have decided to give you your time." Poor Pete almost fainted. The boss then presented him with a clock; the gloom was dispelled and he went home with a happy heart; but he never forgot the humiliation he suffered in the presence of the gang.

Pete purchased a farm over in Michigan some time ago and when the right time comes plans to retire and spend his days with the cows and chickens. The farm is named "Vaildale," in honor of our late president.

He is a great advocate of the per cent. completed plan and claims that his department invariably makes the high possible average.

—H. G. H.



Concrete 40-footer, No. 4343, in our Chicago-Minneapolis line

EXPERIMENTAL CONCRETE POLES

S. K. Baker, Chicago Plant, Describes a Construction Tryout in Division 4



Preparing to raise a 30-foot concrete pole along the same route

HEN it was decided a short time ago to install a few concrete poles of a new type for trial purposes, a section of the Chicago-Minneapolis line, just south of Milton Iunction, was selected as the location best adapted for the experiment. The selection was made because this line runs through a section of country where severe sleet and wind storms occur and also because the poles were to be manufactured at Milwaukee, within 60 miles of the line. poles used were of reinforced concrete of a type known as "Hollowspun," the name being derived from the method of manufacture.

Quite an interesting process is employed in manufacturing these poles. Centrifugal force is used to obtain a dense and uniform material. Instead of casting the poles, as is the ordinary procedure, a cage of reinforcing steel is first made and placed in a metal form which is the exact shape of the pole desired. Proper inserts are left in this form to provide gains in the pole and holes for putting in standard pole steps and crossarm bolts. Wet concrete is then poured in and the form revolved in a horizontal position by a special machine at a very high rate of speed.

The revolving process, which lasts for several minutes, is called spinning. The centrifugal force developed causes the concrete to be compressed against the inside of the form, producing a dense structure having a hole of about four or five inches diameter through the entire length of the pole. The walls, however, taper and are somewhat thicker at the butt than at the top.

The excess water, being lighter in specific gravity than the concrete mixture, works to the center during the spinning process and is poured off when the form is removed from the machine. The form with the pole in place is heated for an hour or so, after which the pole is removed from the form and allowed to harden. Before shipment the hole in the top is plugged with concrete.

The steel reinforcement cages are made in a special loom in which the longitudinal bars are accurately spaced and wound with a spiral of steel wire for reinforcement. The cage is so placed in the form that it is retained in a definite position along the entire length of the pole, far enough away from the sides of the form so that none of the steel is less than a predetermined distance from the outside of the finished pole. The reinforcing is densest and strongest

at the ground line and this, with the extra thickness of concrete at the butt, makes a well-balanced pole.

The poles used in this installation were of two classes, designed to withstand horizontal loads of 3000 and 4000 pounds respectively, applied two feet from the top. Sixty poles were installed, consisting of two 40-foot lengths, four 35-foot lengths and twenty-four 30-foot lengths all of the 4000-pound class, with thirty of the 3000pound class, 30 feet in length. The poles were scattered over approximately a 10mile section of line, the longest continuous section of concrete poles being 7 and the shortest 2. Locations were selected so as to place poles in exposed sections unprotected by trees or hills, in order that a severe test might be had.

As a regular pole replacement job was in progress on the Chicago-Minneapolis line at the time, the concrete poles were substituted for poles already condemned and which would have been replaced in any event. No particular construction difficulties were experienced except that greater care had to be exercised in unloading, hauling and setting, due to the extra weight and possibility of damage to The 40-foot poles weighed the poles. approximately 5555 pounds and the 30foot 3000-pound class poles weighed 2850 They were set in the usual pounds. manner except that two sets of 3-sheave blocks were used and each pole was set approximately half a foot deeper than ordinary poles of the same height.

The cost of the poles was considerably higher than ordinary wooden poles at present day prices, so that even on the obtainable with wooden poles, their use in quantities would not be economical at this time. It is worth while, however, to obtain data as to the behavior of different kinds of concrete poles, since future costs of wooden poles may become sufficiently large to warrant serious consideration of the question of using concrete poles.

This data should, of course, include construction, installation and maintenance costs and information as to what service life can be expected. This can best be determined by actually installing concrete poles of various designs and observing the result. It is in line with this policy that other experimental installations have been made in the past in which concrete poles of a somewhat different design were used.

When the five-year old daughter of one of our men came home from church Sunday morning, she asked: "Father, why haven't I heard about 'Little Tom' before?"

"Why, Edna, I don't know of any such person," answered her father.

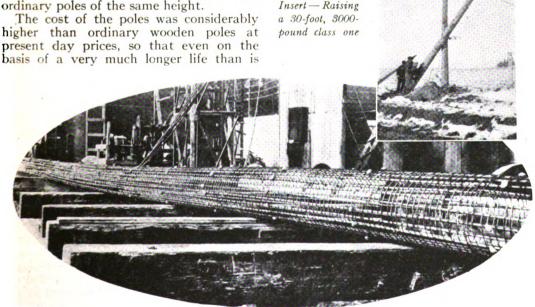
Oval-The cage

of a 30-foot pole

ready to be placed

in its mold

"Well, we sang a song in church this morning about 'Little Tom of Bethlehem.'



HELPING UNCLE SAM

By F. W. Elmendorf, Accounting

HE new Federal Revenue Act of 1921 has made a number of changes affecting the income tax returns of individuals. The previous law required every individual having a net income of \$1000 or more, if single, or if married and not living with husband

or wife, or of \$2000 or more, if married and living with husband or wife, to file an annual return. The new law continues these requirements and provides further that anyone with a gross income of \$5000 or more must file a return, regardless of the amount of his net income. When husband and wife file a joint return, only one personal exemption may be taken.

The personal exemption, called a "credit," of \$1000 allowed a single person remains the same. The personal exemption of a married person, living with husband or wife and of the head of a family, has been increased from \$2000 to \$2500, unless the net income is \$5000 or more, in which case this exemption is only \$2000. The credit for each dependent is increased from \$200 to \$400. The eligibility of a taxpayer to these exemptions is determined by his or her status on the last day of the year. There is a further provision affecting the exemption in the case of persons with net incomes over \$5000, but less than \$5020.

A "head of a family" is defined generally as a person who maintains a household and actually supports therein one or more closely related persons (other than husband or wife). A "dependent" is one who receives his chief support from the taxpayer and who is either under eighteen years of age or is incapable of self support, because mentally or physically defective.

The rate of tax is 4 per cent. on the first

ALL taxes are nuisances; income taxes are a little worse than others. Mr. Elmendorf's timely suggestions will doubtless solve the troubles of many; others will be presented with complications which cannot of necessity be covered in a condensed statement. We recommend to such a careful reading of the form in its entirety, prior to attempting to fill it out. They will be surprised to find how many of their difficulties will thus be solved.

A. E. HOLCOMB, Tax Attorney

\$4000 of net income in excess of credits, and 8 per cent. on the balance over that amount. This is called the "normal" tax. Surtaxes are also applicable on net incomes in excess of \$5000, with no allowance for credits.

The income tax return forms provide for showing

the various amounts comprising gross income, deductions and net income. The personal exemptions, credits for dependents and other credits, if any, are then deducted from net income, in computing the amount subject to tax. In general, the items to be reported by employees as gross income and as deductions will be as follows:

Gross income includes regular and overtime salary payments; interest received or credited on bank deposits, and interest on loans, mortgages and corporation bonds; profit from sale of real estate or from other transactions and income and profit from miscellaneous sources.

It does not include amounts received as sickness or disability benefits, interest on Liberty Loan bonds (in so far as the normal tax is concerned), gifts, or the proceeds of life insurance policies.

Dividends on the stock of corporations organized in the United States are not subject to normal tax, but provision is made for showing them on all tax returns, as they are subject to surtax in case the net income exceeds \$5000.

Deductions include interest payments (except on indebtedness incurred to purchase certain tax exempt securities); taxes paid (except federal income taxes or benefit assessments such as those for street improvements); contributions to religious, charitable, or educational institutions not organized for profit, to an amount not

exceeding 15 per cent. of the taxpayer's net income; and losses sustained during the They do not include personal, living or family expenses. Carfare to reach one's office is not a deductible expense.

Where a purchase of American Telephone and Telegraph Company stock. under purchase plan, has been completed during the year, account should be taken of the results of the transaction.

As an illustration of the factors comprising an income tax return, let us assume that the following data are applicable to an employee whose regular annual salary is at the rate of \$3600, but which was reduced by illness, who is married and has one dependent:

Regular salary payments received\$3	525 00
Disability benefit payments re-	,020.00
ceived	75.00
Dividends received	50.00
Interest received on Liberty Loan	
bonds	20.00
Other interest received or credited	40.00
Donations	90.00
Interest paid on mortgage	200.00
Federal income tax	10.00
Other taxes	110.00
Adjustment on A. T. & T. Co.	
stock, taken up during year:	
Interest charged	4.25
Dividends credited	10.00
₩	
From the above facts we deri	
tallowing statement at tayable not i	ncome.

					derive	
following	stat	ement	of taxa	able	net inco	me:
Gross inc						
Salary					\$3,52	5.00

Interest	40.00
Total\$3,	565.00
Deductions: Interest paid on mortgage\$	200.00
Interest paid, A. T. & T. Co. stock purchase	

•		
Donations:		
Church	75.00	
Red Cross		
Welfare Association.	7.50	90.00
Total deduction	s	\$404.25
Net income		. \$3,160.75
Credits: Personal exemption.\$2,5 Exemption for one	00.00	
dependent 4	00.00	2,900.00
Balance		\$260.75
Tax at 4 per cent		10.43

The terms of the income tax law make it necessary for the company to furnish the Federal Government at the end of each year a statement for each employee to whom salary payments amounting to \$1000 or more have been made during the year. Benefit payments are not included in these statements. These forms are first sent to the offices concerned so that the employees can, where practicable, fill in their home addresses and take a record of the amounts reported. It should be understood that these amounts do not necessarily represent the total gross income to be reported by the employee in his income tax return.

First Aid to Poor Spellers

One of our line operators at Oklahoma City established a call from a colored woman. After the conversation finished the woman flashed.

"Ah wants to put in a call to Nacogdoches, Texas.

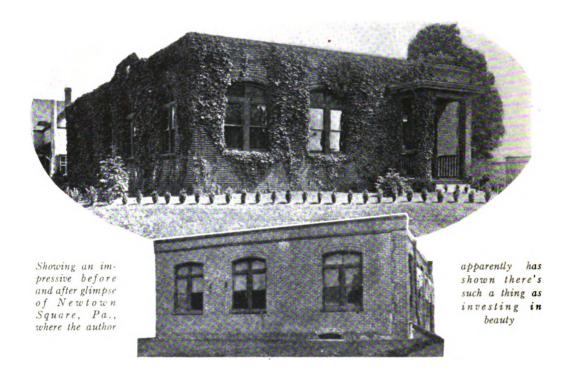
OPERATOR: "Will you spell the name of the place you are calling, please?'

SUBSCRIBER: "Lawd, honey, if I could spell Nacogdoches I'd done wrote dat man a long time ago.'



40.00

"Le's see, now. Was it one or two hundred for charity?'



DRESSING UP

William Makowsky, Janitor of Our Newtown Square, Pa., Building Discusses the Value of Good Landscape Work Around the Company's Property

ANY Long Lines readers must have observed the efforts of the railroad companies within the last 20 years to beautify their station grounds with appropriate trees and shrubbery, and how these efforts have been crowned with success, and how they have greatly enhanced the aesthetic value of the buildings themselves.

This good example might well be applied to telephone buildings in general and to the various exchange buildings in particular, especially when these are located in suburban sections.

Good gardening operations around them is an asset that almost any one is able to appreciate. If such work can be unified or standardized under the direction of a competent specialist so much the better. But a conscientious landscape gardener

can work wonders; in short, he can produce a beauty spot out of an ash dump in both a figurative and literal sense.

Fortunately much work of this kind has already been done by the management, as Long Lines readers may have observed. But much still remains to be accomplished. This need not entail serious expense, as for example, the preliminary plantings around the Newtown Square building. This is but a modest beginning of greater things that might possibly follow.

Unsightly and offensive surroundings can be effectively screened—that is, disguised and hidden—by so-called screen plantings consisting of quick growing trees and shrubs, and the ever useful California privet (ligustrum ibota). Where appropriations permit, evergreen shrubs can be wisely used, both for ornamental as well as for screen purposes. These will

give service all year round instead of only half the year like leaf shedding shrubs.

Personally, I do not like to see evergreens banked in with deciduous shrubbery as in summer the shrubs will hide the evergreens, which are best appreciated in plantings by themselves. I strongly favor the use of tall stately Lombardy poplars—those wonderful exclamation points in garden architecture.

In regard to hedges, one invariably thinks of California privet, ever popular, ever serviceable and inexpensive. Dwarf box bush is very desirable, and would be more popular but for its cost and slow-growing habits. My personal inclination strongly leans toward Japanese barberry (berberris thunbergi), beautiful and highly artistic at all seasons. While not evergreen, it is

comparatively cheap in cost, grows very fast under good treatment, has small ornamental foliage of rich green which turns to vivid red in the autumn and then drops. But the bright scarlet berries along the thorny branches hang on tenaciously all winter till spring, lightening up many a dreary winter landscape. And their effect in snow time is truly beautiful.

The real aim of the true landscape artist is for all-year-round effects. I feel the time will come, if it is not already here, when exchanges will vie with each other in friendly and helpful competition in possessing attractive garden layouts, for in such friendly rivalry results will be achieved which would not materialize otherwise. The writer sees in this a great field, ripe for early development.

Let's Tell Them

KNOW a fellow who when forwarding a check to cover his gas bill hastily scribbled on it, "Your bill too high for service rendered."

A few days later this man's wife remarked: "A gas man was here today. He checked the meter and found it all right. He looked over the burners on the stove and explained the amount of gas each consumes and what it costs an hour to burn them. He was very courteous about it; I suppose our bills are about right."

This same fellow has lately been telling his friends of the trouble to which the gas company went in caring for his hastily scribbled memorandum, and is about convinced that it is trying to do the right thing by its patrons.

How much good the great army of Bell System employees could do if they would tell about the service they are giving, pointing out the interesting incidents that occur every day in their efforts to give more than ordinary service.

Operators, why not tell your friends about the unusually difficult call (omitting names, of course) you completed? "Spurs," out in the sticks, why not tell your friends what you are doing to keep the lines open during the winter months, or when floods or storms occur?

The people of our Traffic Department who are in constant touch with the public are in a splendid position to foster friendliness toward the Company by handling the subscribers' calls, not only in a courteous and business-like manner, but by indicating by tone of voice that a personal interest is being taken in every call—and then proving it by the action they take.

Occasionally, after considerable persuasion on our part, we take a friend or a subscriber through one of the local or long distance offices. Isn't it a fact that from that time he is also a friend of the operators and of the Company? He has found a force of intelligent young women intent on giving telephone service. He has been favorably impressed. He tells people about it—and it helps. Why not arrange to have more of our friends visit the offices?

And if the service we are rendering is good, why not tell the whole wide world? We are giving good service now, so now is the time to tell our friends about it. Let's go to it.

P. S.—I'm the fellow who scribbled the note to the gas company.

-E. W. Lee, St. Louis Traffic.



Eugene Sneath

E UGENE SNEATH, Cashier, office of the General Plant Manager, New York, died in New York City, February 9, 1922, after an illness of several months.

Mr. Sneath was born October 5, 1876, in Perth Amboy, N. J. He entered the employ of the Company in May, 1899, serving a few months as clerk in the Auditor's office at New York. He was then transferred to what was at that time known as the construction department in the capacity of gang clerk under Foreman Jack Scanlan. Mr. Sneath's genial nature

and adaptability stood him in good stead and proved so useful at this time that Foreman Scanlon often remarked that he did not know how he would have managed without Gene.

His record shows that in 1902 he was transferred from gang work to clerical work in the office of A. S. Campbell, General Superintendent of Construction, New York. In 1905 the construction department was reorganized with an eastern and a western division and Mr. Sneath continued his duties under Superintendent of Construction J. C. Hubbard in New York City.

In 1908 a reorganization took place and he was assigned to the General Superintendent of Plant and in September, 1909, was made cashier in the office of the General Superintendent of Plant. He continued in this position until his death. Mr. Sneath was probably one of the most widely known employees in the office of the General Plant Manager and expressions of sympathy and sorrow have been received from almost every office in the Long Lines Department. He was so constituted that he enjoyed

promoting the comfort and pleasure of others. His services in this direction were made use of to a large extent by various officials of the Bell System on the occasion of many conferences held in New York City.

By his death the Company loses one of its most conscientious employees, one whose loss will be felt deeply by all who were fortunate enought to come into contact with him. The funeral services, held February 10, were attended by many fellow employees and other friends. Mr. Sneath is survived by an unmarried sister.

E. S. Bloom, Vice-President, A. T. and T. Co.

At the meeting of the directors of the A. T. & T. Company held February 14, Edgar S. Bloom was elected a vicepresident. Mr. Bloom has been connected with the Bell System many years and in varied capacities, both with the associated companies and with the American Company. He will take up duties with the headquarters organization at New York as he retires from the positions he now holds as chairman of the board of the Ohio and Indiana Bell Companies and vice-president of the Illinois Bell Company.



Eugene Sneath, General Plant, New York, who died on February 9.

Headmasters' Reception

Vice-President J. J. Carty, of the A. T. and T. Company, and Director Stevenson were hosts at a reception to the Headmasters' Association at 24 Walker Street, New York. The program included speeches, an inspection of the test and operating rooms, a demonstration of the loud speaker and a visit to the New York Company's metropolitan toll rooms.

Mr. Saxton Moves Up

N March 1 an important change becomes effective in the organization of our Accounting Department.

P. W. Saxton, Auditor, leaves the Long Lines Department on that date and goes to the General Department, A. T. and T. Company, as Assistant Comptroller, reporting to Comptroller C. A. Heiss. C. Morsack, Assistant Auditor, succeeds Mr. Saxton as Auditor.

Mr. Saxton's ability is indicated by the rapidity of his advancement. He came with the Long Lines in 1910 as a clerk in the Accounting Department, soon afterwards becoming Supervisor of Methods. He continued in general charge of the methods work until 1917, when he was

made Acting Auditor for F. L. Devereux. In January, 1919, he succeeded Mr. Devereux as Auditor.

All of us in the Long Lines who have come in contact with Mr. Saxton have been impressed by his friendly sincerity, and by his interest in our work as well as his own. He carried with him to his new duties our best wishes for his success.

Mr. Morsack, who succeeds Mr. Saxton as Auditor, came with us in February, 1911, as Chief Clerk in the Pittsburg District office of the Plant Department. Later in the same year he was transferred to a similar position in the division office at Atlanta. In April, 1914, he came to New York and was assigned to special work in the General Plant office. He was transferred to the Accounting Department in October, 1916, to assist with the methods work, and was made Assistant Auditor in January, 1920.

Mr. Morsack has many friends in the Long Lines who will be glad to learn of his promotion. His experience in both the Plant and Accounting Departments has been of great value in preparing him for his new office.

A Memorable Anniversary

Starting March 11, 1888, we are reminded by reading a thesis written by F. L. Devereux, formerly Long Lines Auditor, occurred throughout the north Atlantic states the memorable blizzard, and the long distance telephone lines were put to their first severe test. The snow and wind completely tied up all telegraphic and

railroad communication between Boston and New York. Most of the newspapers in these cities had to get news via cable from London.

The New York - Boston telephone line was working, however; and the New York World and Boston Globe used this means of transmission instead



P. W. Saxton goes to the General Department, A. T. and T. Company, as Assistant Comptroller; and C. Morsack (right) takes his place as Auditor, Long Lines Department.

of relying, as did other papers, on news relayed by cable through London.

This was the first outstanding example of the dependability of long distance telephone service. "It was," says Mr. Devereux, "a splendid tribute to the far-sighted management which from the first had insisted that the long distance plant must be throughout of the highest possible type of construction."

To An Operator

This world is but a living being,
And each of us a heart
That pumps a stream of life
Through otherwise useless arteries,
And makes possible that civilization
We have to-day.
Then let us always realize the vastness
of our work,
Nor let any belittle it.
For without us
Our world would be speechless, dead,
And all that hope has gained
Would die, without communications.
—M. F. B.

Association Ac- and Fes-tivities

"In This Corner"

"KID" Carney, Chicago test room, won the decision on points over Otto Young, a local fighter, after a fast three-round bout which featured the dinner given by the newly elected

officers of Plant Branch 104, Chicago. About 120 active and honorary members of the branch and friends from other branches were present.

After dinner President Kadlec welcomed the Mr. Kehnroth crowd. followed him with a talk in which he urged greater social relations among the employees and emphasized the fact that employees should not allow their responsibilities to cease when their par-ticular work had been performed, but should be willing to step out of their way to correct the mistakes of a less informed or careless employee.

Miss Winkler, Chicago Traffic, gave several songs, starting with a classical number and following with several popular airs. The honorary members and visitors left shortly afterward and President Kadlec called the regular meeting to order. Several important local questions were taken up.

President Kadlec will run the affairs of the branch on a business basis this year and has appointed a budget committee consisting of Messrs. Schmid, Rasmussen, Hull and W. Peters to find ways and means to finance dinners, picnics and dances.

Five Minutes Each

Each one present at executive committee meetings of Plant Branch 74, Harrisburg, Pa., contributes a discourse on some topic of mutual interest for five minutes or thereabouts. So far the experiment has been highly successful. Not a dull moment intervenes during the session, and after adjourning everyone feels recompensed for his attendance.

The District Board delegates from Branch 74 attended the regular quarterly meeting of the District Board held in January at Reading. They report an interesting meeting and want *Long Lines* readers to know that the Reading bunch qualify as hosts to the point of perfection.



Long Lines and short in Division 3.
W. E. Mulcahey is six feet six, while R. A. Huntley is a foot and a quarter less than that.

A Winter Picnic

Traffic Branch. 35, Montgomery, Ala., descended in a body upon the chief operator at her home on the Mt. Meigs road, about five miles from town, and gave an oyster and bacon fry.

The bonfire crackled and so did the bewhiskered jokes that were secretly culled from father Adam's diary. Um! The smell of coffee outdoors on a cool night. What cared we that the coffee had been ground up with leaves and sand had been mixed with the sugar?

Oysters, oysters everywhere. . . .

After supper we retired to the house, where we lifted our voices in harmony, rendering the latest selections, such as "Casey Jones" and "How Dry I Am." Some time later, with our spirits completely rejuvenated, we piled three deep into our limousine fordlets and rattled merrily home.—M. B. B.

A Valentine Celebration

On Thursday, February 9, 1922, Branch 14, composed of members of the General Plant Manager's office, gave a Valentine party at the Telephone Club, New York.

At dinner everybody sang under the able leadership of F. W. Schinkel. Mrs. L. R. Lannamann obliged as the soloist of the evening and as a penalty therefor she will be asked to encore next time.

The following events were included in the evening's program: lucky number dance, ladies' bowling, pool for married men and men's bowling.

Reassigned

Formation of Division 2 Causes Reorganization in Branches and Outside Forces

THE executive committee of Division 1
Plant Council reorganized several
branch units of the Association of
Employees during January and February.
This was made necessary by the division of
the line, cable and equipment construction
gangs and their assignment in Divisions
1 and 2.

The line and cable forces in both divisions are now consolidated and form one department which will be known as division field construction forces. The

equipment forces are left intact.

As a result of the formation of Division 2 the following foremen and line gangs were reassigned: Foremen H. R. Morris, T. Magorier, W. Seitz, A. H. Chisholm, V. A. Chisholm, W. P. Hill, D. M. Horne and G. Hotchkiss were taken into the Division 1 organization. Foremen C. M. Burall, F. Dewey, C. Donnelly, R. T. Dufford, W. I. Glase, M. H. Gleim, W. Isenberg, B. B. Jones, C. Milliman, E. F. Nace, D. Pope, C. E. Powell, H. Taylor and K. Thompson,

with their gangs, were transferred to Division 2. Motor Vehicle Inspector G. E. Naughright was also assigned to the new division. One hundred and sixty gang employees were transferred from the line construction department. Division 1. to the line construction department, Division 2. C. C. Murray and his assistants at the Harrisburg storeroom were assigned to Division 2, as were material men W. S. Cornman and C. Dufford.

The equipment forces were assigned as follows: Foremen Daugherty, Hartman, Pickett, Strassler, Riley and McCurdy, to Division 2, while the forces under Foremen Ralston, Baldwin, Ewan and Dustan are to remain in Division 1. The cable forces will remain intact and report to Division 1 headquarters for the present.

Division 1 Office employees with headquarters at New York were organized as Division Plant Branch 2, the following officers being elected for the ensuing year: president, W. K. Barry; vice-president, C. R. Irwin; secretary, Miss M. F. Little; treasurer, W. V. Sealey; delegates, W. K. Barry, F. Peters.

The Division 2 Office employees, with headquarters in the Bourse Building, Philadelphia, were organized as the new Division Plant Branch 64 and elected the following officers for the ensuing year: president, M. P. McCormick; vice-president, E. W. Higbie, jr.; secretary, Mrs. F. L. Goodrum; treasurer, T. F. Pease; delegates, M. P. McCormick, A. H. Burns.

The line and cable gangs in Division 2 were organized as Division Plant Branch 115, having the following officers: president, C. C. Murray; vice-president, R. T. Dufford; secretary-treasurer, T. Wall; delegates, C. C. Murray, C. M. Burall.

The equipment gangs in Division 2 were organized as Division Plant Branch 126 and elected the following officers: president, T. F. Cox; vice-president, H. A. Bixler; secretary - treasurer, W. A. Jones; delegates, T. F. Cox, S. R.

gates, T. F. Cox, S. R. Pickett. This is a new branch.

The line and cable gangs in Division 1 were consolidated and organized as Division Plant Branch 91, with the following officers: president, W. P. French; vice-president, C. E. Cox; secretary-treasurer, D. G. Clever; delegates, W. P. French, J. McDonald.

The equipment gangs remaining in Division 1 were organized as Division Plant Branch 113. Officers: president, A. R. Cramp; vice-president, T. A. Koen; secretary-treasurer, L. A. Tessier; delegates, A. J. Malligan, H. R. Learson.

Division Superintendents J. L. McKay and L. R. Jenney highly commended the work of the Executive Committee of Division 1 Plant Council in executing these changes so efficiently.



H. M. Fales, District Plant Supt., Minneapolis, says "E. Z. Mark" is a real person, and he can prove it from our records. The pole is 4092 of our Minneapolis - Duluth line



TAG-YOU'RE IT

Buffalo Plant and Traffic Party Feelingly Described by "One Who Dropped In"

HE evening of January 16, 1922, was not alone noteworthy for its extremely low temperature, for on that bleak night I was summoned to participate in a joint concert and dance given under the auspices of the Plant and Traffic Departments at 44 Church Street, Buffalo, N. Y. Two rooms were set apart and decorated for the occasion and about 100 employees braved the elements in order to make the affair a merry one.

Considerable amusement and some little embarrassment were occasioned by the method selected in arranging partners for the evening. Ladies and gentlemen were tagged in duplicate, each tag bearing the name of some town or city reached by Long Lines service. The object was to go gunning in this happy hunting ground for your partner.

Amidst the confusion that followed a man's voice was heard: "Who is Cleveland?" Then a dainty little voice: "Who

is Jamestown?"

One young miss, a sweet little thing who had navigated all over the room looking for her partner, in despair exclaimed, "I want Bath." A young man, parked close by, turned white in four tints and nearly fainted.

Another miss proclaimed: "I want Wheel-

ing." Several men, including myself, hurriedly looked our tags over. We all craved the job.

A married man from the Plant Department who had overstayed his shore leave by several hours displayed a tag with "Lynchburg" on it. He calmly admitted he didn't know exactly what was going to happen when he returned home, but the name on his tag suggested horrible consequences.

Much could be favorably said of the humorous situations developed by this method of tagging and it was agreed that the procedure set the pace for a most enjoyable evening.

The stunts of the evening began with a vaudeville concoction of five numbers and all were carefully prepared and presented. The Misses McBride and Sanford, two sprightly lassies in a Scotch review, were heartily received. This dance had a tinge of professionalism about it, but some delay was occasioned as Miss Sanford lost one of her Cinderellas.

Miss Beckman with her violin spoke a tuneful language and her efforts were greatly appreciated.

The next number was a struggle between Abbie and his saxotobea. This instrument is of the saxophone family and Abbie sure did make it buzz. This number was presented in a most novel fashion. A huge, life-size painting was exhibited showing Abbie playing the "sax," while secreted behind it a phonograph ground out an appropriate tune. Suddenly all scenic effects were removed, exposing the real Abbie and a real saxotobea producing a real

tune, amid a storm of applause.

Miss Sanford appeared again, this time giving her impression of a toe dance that will create considerable gossip about the year 1940.

A black face minstrel show of eight people concluded the program. Messrs. Shear and Dirmyer, two end men, created much merriment with their sketch concerning an invisible drink.

Immediately after the entertainment, chairs were removed and dancing had the floor. The home brew orchestra of three pieces certainly did themselves proud. You simply couldn't make your feet behave.

Ice cream and what goes with it sustained its popularity in a vigorous contest in which many appetites participated. The judges of this contest were experts on traffic and with no confusion all were promptly awarded a spoon, a frozen tart and other tasty creations.

The frolic proceeded with uninterrupted gaiety long after the local paper went to press. Some of us met the milk merchant on our way home.

Our Buffalo people should never worry about creating and putting across a success-

ful entertainment. They have the ideas, they have the pep and they have the human elements to back up both.

•

H. M. Dayton, General Methods Supervisor at Traffic headquarters, New York, was married the other day. Wish you could have seen the way they decorated his desk. My, my!



About 100 Plant and Traffic people of Buffalo risked frozen ears and fingers to attend their joint concert and dance

Army Training

T'S a long call from Flanders fields to the heart of the Pennsylvania hills, but Section Lineman Hultsch, of District 23, finds experience gained in Flanders mighty handy in his daily work around Kane, Pa.

The old army knapsack strapped over his shoulders is filled with new pins and insulators. When our lines go through fields, Hultsch fills the knapsack with his repair materials, slings it across his should-

ers and finds he can carry a good supply with ease: usually enough to suffice until the line returns to the Then, too, the position of the sack across the shoulders makes it possible to carry a supply of material up a pole, not only with ease, but without danger of dropping anything, and with no chance of becoming caught on the pole wires.

He holds in his hand a staff. This particular line happens to run through a cow pasture, so the hickory staff plus bayonet practice in France forms a sort of safety first combination

to guard against possible emergencies.

Joplin's Special Meeting

G. H. Querman, A. R. Board and A. W. Knight accepted an invitation to address members of District Plant Branch 66, Joplin, Mo., at a special meeting of the Branch. Mr. Querman gave an informal talk touching the subjects of safety, first aid, per cent. completed, transmission, prevention of line trouble, development of employees and the Company—materially and educationally.

Mr. Board followed, presenting data and information obtained the past year appertaining to clearing and prevention of line troubles.

Mr. Knight made the closing address on the subject, "Association Publications."

Winning Against Odds

STATION Lineman W. C. Wilson, Clifton Forge, Va., whose photograph and article appeared in the January issue of Long Lines, was sent to pole 419 on the Covington-Hot Springs, Va., line to clear an open wire. After driving over some of the roughest roads of the Virginia mountains he reached the scene of the trouble.

Buckling on his belt of tools and climbing a pole he fastened his blocks to a cross-arm

> and was in the act of pulling up the wire preparatory to sleeving it through, when the pole broke at the ground. The butt kicked down an embankment and all the wires broke under He fell to his weight. The pole the ground. struck him on the head. rendering him unconscious for about 45 minutes.

On regaining consciousness and attempting to arise, he found he was unable to stand. Crawling to his automobile he lapsed into a semi-conscious state, remaining in this condition for 15 minutes.

A woman passed and seeing his plight, summoned two farmers to

his assistance. The farmers were not familiar with handling linemen's tools and could not connect the wires, so Wilson had them hold him on his feet while he sleeved the wires through and restored the line to service.

He then reported to the testboard and had one of the men drive his automobile to his station where he received medical attention. He was unable to return to active duty for the better part of three weeks, but is now on the job again as if nothing had happened.

We, of the inside plant, going about our daily duties under the best conditions and seldom taking any risk, possibly do not realize the dangerous jobs that are assigned to our outside forces. Rarely do they complain; they take up these jobs with the one thought, the restoration of service.—H.C.M.



Section Lineman Hultsch, at Kane, Pa., cashes in on his army experience by carrying tools in his old knapsack

Good Morning, Doctor

Impressions of a Young Feller Visiting the Medical Department, N. Y. C.

ET Dr. Watson at lunch the other day. Koehler with him. They said something about enlarging quarters or moving. Asked coupla questions to expose my ignorance. They said about time I found where they are. Made it unanimous. They said do it now. Unanimous again.

Dropped off elevator with them at the third. Straight through a door marked Med. Dept. Three against one and no time to call out the reserves. Looked bad.

Nice girl, Miss Crane, at desk. Comfortable looking chairs and couches around the room. Books and magazines. Looked better.

Young feller with bum ankle sitting there. Fell out of pole two months ago. Seems young feller was headed back to work and Dr. Watson asked his boss to send him in to see if ankle was O. K. He don't like its looks. Says we'll X-ray this ankle. I said like to watch it. O. K. Foller 'em into X-ray room. Lotta apparatus—X-ray table, coolidge tubes,

transformer, stereoscope, lotta pictures of heads, hands, feet, lungs, elbows; dark room, dressing room, etc. Coupla minutes, two pictures of ankle.

Bickered few minutes. Girl brings in films wet. Dr. Watson looks at 'em. Says not so good. Get surgeons' opinion. Calls up bone surgeon, makes date and sends young feller to see him right away.

Look around the place. See some examining rooms, another X-ray outfit, dental sec'y writing up lotta reports, nice light laboratory, more apparatus and chemicals. Young woman doing throat cultures, etc. Peek through microscope at lotta bugs. Regular lab.

Look around some more, emergency hospital, coupla beds, cot, wheel chair, crutches, big cupboards full of supplies. Seems they need this stuff pretty regular.

Meet nurses, Miss Smedley, Miss Snow. Nice girls. Not so bad to be sick. Lotta folks getting first aid, aches and pains fixed up. Try to look sick, mebbe they'll go to work on me. Said how come all these people getting fixed up? Seems it saves time and trouble for everybody, including Company. Not so bad.

Look around some more. Meet coupla more doctors, Dewey leaving, Marsland coming in. Said how come. Seems they give physical exams, give personal advice, supervise sick and accident cases under Benefit Plan. Expose more ignorance.

Advised to take an hour off some day and talk to Koehler. Unanimous again.

Look at the clock, 2:30. Gotta beat it back to work.

P. S. — Dr. Watson says young feller's ankle had to be baked and massaged; make it pretty near good as new. Fair enough.



Miss Geraldine Bell sends this picture of the Omaha girls' bowling team to be published because, she says, "There are four and one-half smiles in it, the subjects are mostly brief and snappy, and at least three of them are well, if not favorably, known."

Plant District Board 33 Meets

PLANT District Board 33 convened in Charlotte, N. C., having branches of Selma, N. C., Denmark, S. C., and Charlotte, N. C., represented by two delegates, and Greensboro, N. C., by one delegate. The session was opened and called to order by A. T. Carter, vice-president of the District Board of 1921.

S. B. McCauley, of Greensboro, N. C., was appointed temporary secretary and read the minutes of the last meeting of the old District Board, after which officers were nominated and elected for the ensuing year. A. T. Carter of the Denmark, S. C., branch was elected president. E. D. Michael of the Charlotte, N. C., branch was elected vice-president and S. B. McCauley of Greensboro, N. C., secretary-treasurer. A. T. Carter, Denmark, S. C., and S. J. Hood, Selma, N. C., were elected delegates to the Division Council.

Boston Defeats and Feeds Providence

Yes, that's it. Too-oo t-oo-oo. Here we come to join the family of Long Lines. Who wants to know who Plant Branch 22 is? Well, ask Providence Branch 23. They know, all right, for their bowling team surely carried the hoodoo number with them to the Boston alleys. Boston first and second teams both won over the visitors from Rhode Island.

After this, to help soothe the ruffled feelings of the visitors, we filled them up with the whole works from fruit cocktails to nuts, at a bungalow party held in their honor at the Larches. Following the dinner they took the kinks out of their

limbs (branch stuff) to the jazz of Eddie McLaughlin's orchestra. As jazzers, honorable mention is accorded George Frazer, Bill Kenefick, Bill Galletly and Tom Conroy.

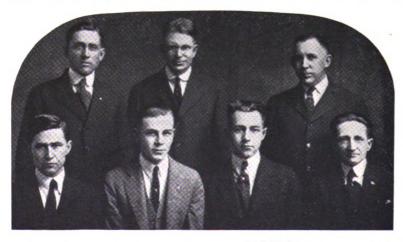
District Board 11 Reviews Activities

Plant District Board 11, Association of Employees, convened in New York for the purpose of electing officers for the ensuing year and the transaction of any business that might be brought before it. The members of the board listened to a brief résumé of the activities of the Association in the District for the year 1921 and the accomplishments of the District forces during the same period.

Aims for the year 1922 were discussed at length. It was clearly evident that the interest and enthusiasm for the Association by the employees in this District continued to run high and that the relations between the employees and the management at the present time were on a very satisfactory basis through the medium afforded by the Association. It was also pointed out that inter-departmental co-operation was functioning to its fullest extent.

The recent campaign in District 11 to increase the Traffic percentage completed was brought up and it was found that the plan of taking the suggestions submitted by the employees had resulted in the heartiest co-operation by all concerned.

The relief committee of Branch 34 was commended for the work done in relieving our needy co-workers in periods of distress during the year 1921 and plans were laid for the furthering of this important feature. Branch 57 reported a successful year.



Delegates to Plant District Board 33 which met at Charlotte, N. C. Top row, left to right, L. E. Smith. A. T. Carter, E. D. Michael. Below, S. J. Hood, L. E. Ligon, S. B. McCauley, C. E. McNinch.

Pin Points

TORRELL PARK, Chicago, practically cinched first place in the testroom bowling league by winning three straight games from Jimmy Coyle's Bear-Coyle's cats. team, the Morse department, have won only three games this

season.

Toll took the testboard team into camp for three games and secured a firmer hold on second place. With six games remaining to be played

the testboard team still have a chance to nose the toll aggregation out of second

place.

Walter Johnson of the Morrell Park team is easily the individual star of the league, with a grand average of 175 for 23 games and 233 as the high game for the season. Hubbard, the pride of Watseka, has developed into a star bowler. He puts so much steam behind the ball that the pin boys cry in terror and the pins fall like boches did before the machine-gun fire of the dough-boys.

The Omaha Plant Branch 84 bowling team a few weeks back locked horns with the Northwestern Bell Company engineers' bowling team. The engineers were provided with a 150-pin handicap and captured two of the three games played.

Kings and Pawns

The Long Lines chess team of Philadelphia played a four-board tournament by telephone with the crack Bell Company team of Harrisburg and went down to defeat by a score of 3 to 1.

The chess handicap tournament played



Two views of the Lansingburgh, N. Y., retiring room. Above, left to right—Operators M. V. Ford, H. M. Connors and Supervisor H. D. Loucks. Below, District Board Delegates E. G. Padley and E. M. Ibbott

by the Long Lines chess players of Philadelphia was won by C. C. Wilson by a score of 19 to 3. Twenty-two entries competed.

Get-Acquainted Dance

A successful get-acquainted dance was given by Branch 34, District Plant, New York, at the Telephone Society building. Among those present was H. G. Sphor, District Plant Superintendent, who takes a

keen interest in all Association activities.

The British Viewpoint

E. S. Byng, chief construction manager of the Western Electric Company, Ltd., read a paper before the Institution of Electrical Engineers which, as reviewed by the February Scientific American, gave an impression of American telephone practice from a British point of view. It was a survey of Bell System methods, and brought out especially the latest developments in construction and engineering and the resulting speed and efficiency.

The following is a standing of the teams in the Kansas City telephone league after the close of the 20th week:

Won	Lost	Pct.
39	21	650
36	24	600
31	29	517
30	30	500
29	31	483
29	31	483
26	34	433
20	40	333
	39 36 31 30 29 29 26	36 24 31 29 30 30 29 31 29 31 26 34

Mr. Kaiser Transferred

THE many friends and acquaintances of B. A. (Barney) Kaiser will be interested to learn that he is now in the Department of Accounts and Finance of the A. T. and T. Company, New York,

reporting to Assistant Vice - President A. H. Griswold. Mr. Kaiser's new title is Special Representative and he will continue to handle railway and army relations and other matters of a specialized nature.

A Dash of Excitement

The Long Lines Engineering Department, 195 Broadway, New York, held a dinner-dance at the Telephone Society club house. Notice the dash between dinner and dance. When the Long Lines Engineers hold a party, there is always dash.

This time it appeared in the form of a six-act entertainment presented by the members of the department. This, to-

gether with the usual peppy music furnished during the dinner by the Long Lines Engineering Department orchestra, went far toward making the affair one of the most enjoyable ever held by the department.

Approximately 200 attended, among whom were the division plant engineers, who were in conference in New York at the time. Of course, Mr. Miller and Mr. Pilliod were there.

He Applied to Boston!

Gentlemen: If you have not contracted for your Cartige, I wish to say, I have a very close Friend and I would like to get the Job of all your Unloading Cars &c.

He is a Poor Man and I wish to help Him, He is the Pastor of the Church I was Pastor of and resigned and we are a small Body and PAY NO SALARY?NO, Not a dollar. I showed Him your Stock now in my Building, And He said, I can do any of Kinds deasent Hawling, and for less Money then any one els,

He runs his own Auto, and is close by and ready most any time for to do the

Hauling, I told Him I would get the Job for him if possible.

I am sure you would save quite a little in His Hauling, He would only charge for what he did, If only a little, not for a half Car Job, May be sometimes an Hour or two, &c, He does My work and is a very careful Man, Not a rusher to tair or destroy &c, but very careful, Awaiting your reply I am Kindly Yours.



You can't beat hiking as enjoyable exercise if you dress for it, as E. Lindmier, K. L. Sherrett and L. E. Baxter, of Omaha, have

"Stand by"

Telephone people in New York now have a radio club. The organization already has 120 members with a large percentage of Long Lines employees. During a recent meeting the club elected the following officers: R. N. Nicely, Long Lines Engineering, president; R.

B. Shanck, Development and Research, vice-president; L. S. Crosby, General Plant, secretary-teasurer.

Membership is open to women, as well as men, who are employed by the A. T. and T. Company in New York.

Miss Morris' Visit

Miss Loraine Morris, of St. Louis, a welcome visitor, spent a day with our Oklahoma City girls. A social meeting was held and Miss Morris gave an interesting talk on the Association of Employees.

A Correction

The story "A Mouse in Branch 37," in the February issue of *Long Lines*, was credited to Mrs. H. H. Churchill instead of to Mrs. Grace Mitchell, who wrote it. We regret the error.

Outdoors in Minnesota

THE cold winds of Minnesota do not stop the girls of the Minneapolis Traffic Department from enjoying out-of-door winter sports, especially skat-

ing.

Skiing is also popular in this part of the country. A number of our girls belong to the Minneapolis Municipal Figure Skating Club of which Ruth Borchert is vice-president and instructress. The club takes a prominent part in the many ice carnivals which are so popular in the Twin Cities.

Minneapolis Traffic Branch 45, the Ubique Club, gave its third annual dance at the Calhoun Commercial Club. The Misses Lembeck and Brimm, of Davenport,

and Bell and McAvoy, of Omaha, who were in Minneapolis to attend a district board meeting, were guests.

1921 Committee of Award

The Director has appointed the following Long Lines Committee of Award of the Theodore N. Vail medals for the year 1921: J. J. Pilliod, chairman; T. G. Miller and J. L. R. Van Meter, with Miss A. B. Meusburger and H. E. Beaudouin as representatives of the Association of Employees, and L. S. Murphy as secretary.

The Association and the Management have been working together to find any cases believed to be deserving and to come within the scope of the plan for awards in a way that should prevent any meritorious cases from being overlooked. The committee hopes to make the announcement of the 1921 awards in the May issue of Long Lines.

Belated Christmas Doings

SEVERAL accounts of Christmas activities reached us too late, unfortunately, to be included in the story of "How We Celebrated," in our February issue. Oklahoma City Traffic girls, finding their treasury low, organized a pie auction and raised funds for their celebration. Tulsa, Okla., and Lansingburgh, N. Y., Traffic girls also had parties.

Chicago's "Stunt Nite"

J'ever hear of a demure young lady's suitors being turned into furniture when all four happened to drop in on her the same evening?

That was only one clever stunt out of the eight which were staged by 110 members of Branch 36, Division Plant Office,

Chicago, in an hour and a half. Their friends were holding their sides gasping for breath and drying their eyes when the curtain went down on the last stunt and refreshments and dancing were in order.

In fact, "Stunt Nite" was such a success that we're more than willing to pass it on. Anyone wishing a complete outline of it need merely to write Miss A. Lane, 311 West Washington Street, Chicago.





Gladys Hanson, Irene Carlson and Irene Burns, of Minneapolis, on a ski hike. Above—Ruth Borchert and the secretary of the Minneapolis figure skating club.

Sleigh Bells Jingle in Ohio

Long Lines employees at Cuyahoga Falls held a sleighing party, their destination being Grange Hall, Darrowville, Ohio. The party left Cuyahoga at 9 p. m. in a big bob-sled well equipped with plenty of straw and blankets, reaching Darrowville in due time. Upon arrival dancing was enjoyed for a while, after which a sauerkraut suppper was served.

Praise That Counts

"Dot only pages, but volumes, could be written about these young ladies from the Toll and Long Lines Departments at Detroit, and the work that they and their fellow operators are performing every day ought to be recorded in the annals of telephonic history."

This is what Judge Franz C. Kuhn, president of the Michigan State Company, said to the Toll and Long Lines girls at one of a series of meetings that he is holding throughout his entire organization, meetings which are enabling him to become personally acquainted with the 9,000 members of the Michigan Company and their Long Lines sisters and brothers.

Shifts in the Line-up

Traffic

Nellie McDermott, Senior Operator, New York, to Complaint Supervisor.

Anna A. Cassidy, Assistant Chief Operator, New York, to Chief Operator.

Helen K. Dehman, Supervisor, New York, to Assistant Chief Operator.

Martha M. Ennis, Supervisor, New York, to Assistant Chief Operator.

Edith Rundquist, Assistant Chief Operator, New York, to Chief Operator.

Edith I. Dibeler, Supervisor, Philadelphia, to Instructor.

Clara F. Jaeger, Supervisor, Philadelphia, to Operating Room Instructor.

Helen M. Johnson, Supervisor, Philadelphia, to Operating Room Instructor.

Clara A. Wink, Service Observer, Reading, to Chief Operator.

Lottie Drageser, Instructor, Cleveland, to Assistant Chief Operator.

Amelia E. Soukup, Supervisor, Cleveland, to Assistant Chief Operator.

Elsa Kertscher, Instructor, Cleveland, to Assistant Chief Operator.

Plant

Daniel Hoffman, Repeater Attendant, Philadelphia, to Special Contract Service Inspector.

Isadore Kuniansky, Technical, Charlotte, N. C., to District Inspector, Birmingham, Ala.

Edmund J. Peters, Chief Equipment Man, Lynchburg, Va., to Harrisburg, Pa.

Another Mystery Solved

The mystery of 10 days' recurring trouble on the Chicago-San Francisco line in Denver was finally solved by Section Lineman Harry Carper, Long Lines Department.

Newspaper reports say that a nest-building bird had left a tiny wire, finer than a horse hair, hanging from a wire near pole 100, Denver. At night colder temperature caused the telephone wires to pull together close enough to let the tiny wire touch a second telephone strand at a point where the insulation was worn through. A short circuit resulted. Carper, watching at night from the top of the pole, saw the spark as the contact was established and found the source of the trouble.



Judge F. C. Kuhn, President of the Michigan State Company, and a group of Long Lines and Toll girls at one of the getacquainted gatherings he is conducting.

No Fatal Accidents in 1921

In the entire Long Lines Department no employee met with a fatal accident in the year 1921. This indicates that much progress is being made toward making each job a safer job, and is an excellent record when we consider the number of employees actively engaged in the construction of the plant and the restoration of lines during sleet storms and under other trying conditions.

In the year 1920 there was one fatal accident, in the year 1919 four fatal accidents and in the year 1918 three fatal accidents. This suggests two things that are worthy of every employee's consideration. First, proper care and precautions taken through co-operation between the employees and the management can reduce

the number of accidents. Since we now have a perfect record on fatal accidents, in the interests of ourselves and fellow employees let's keep it. Second, there are a number of serious accidents, although not fatal, still occurring from time to time. Perhaps all serious accidents cannot be eliminated but they can be reduced.

What can we do in the year 1922 to accomplish even better results? No doubt we can do much, but just now there is one thing in particular. The Committee on the Safety Booklet tells us that a few of the Association branches have not returned their questionnaires. Surely this is a matter of first importance, and no one wants to be responsible for holding up a piece of good work. If your Association branch is one of the delinquents, take it upon yourself to push the matter and watch for further results.

—L. S. Crosby, for the Committee.

Suggested Association Procedure

- 1. Don't come to the meetings.
- 2. But if you do come, come late.
- 3. If the weather doesn't suit you, don't think of coming.

- 4. If you do attend a meeting, find fault with the work of the president and other members of the staff.
- 5. Nevertheless be angry if you are not invited to the meetings.
- 6. Never accept a suggestion, as it is easier to criticize.
- 7. If asked to give your opinion, say you have nothing to say. After the meeting tell everyone how it should be done.
- 8. Do nothing more than you have to do, and when the others roll up their sleeves and willingly, unselfishly use their ability to help along, howl that the Association is run by a clique.

Don't put the shoe on unless it fits.

-Anonymous

His Modest Thirst

Not long ago two of our Chinese friends interested in learning American telephone methods visited the boys in New England and the reception tendered them may be judged by the following:

On one of those damp, cold mornings when the winter wind blows right through your woolens, the cable testers' truck drew up at a small lunch room in the town of Windsor, Conn. The boys filed in for a cup of coffee and whatever else might be tasty. Among them were the two gentlemen from the Far East.

"What'll ya have?" came the eternal question from the man behind the counter.

"A bucket of coffee," replied a tester.

"Same," piped in many other well tested voices.

"No bucket coffee. Me have just cup," said the Chinaman, smiling politely.

"Speaking," says F. P. A. in the New York World's Conning Tower, "of the 19 ems wide column, as we were only the other day, the American Telephone and Telegraph Company's magazine, a copy of which is lying on Professor Heywood Broun's desk, is called *Long Lines*."

Well, we hasten to ask, what name would a short and chunky lineman be more enthusiastic about?



Edna and Avis Wheatman trudged four miles to the office through one of the worst snow storms Newtown Square remembers. The trip took two hours. The former was not scheduled for duty, but volunteered

"Situations Wanted"

Two Letters from Candidates for Enlistment in Long Lines Service

Y dear friend: I am a young lady 18 years of age and have been in the 8th grade and have college education I am a bright ambitious and intelligent girl I am rapid and accurate with everything and anything I love to learn and study etc so maybe this is some nice work I will be appreciated for And I know I will be very proud for the position you have to offer to a young lady like me.

"I am smart and wise girl and Miss Stollberg if there is something I dont understand show me the thing once how to do it then I will know how Hoping this will be satisfactory to you and hoping to hear from you by an early date or soon as possible I remain Yours truly.—(Thank you).

"Please phone call to write to me by this evening before 7 or tomorrow morning before 9 o'clock. (Please thank you)."

"Dear Friend: I drop you a few lines. I got dun working on the 18 x T telephone. We went to read river. I ant nevery heard from nick abacker cent I left him. I got about 8 days of work heare and i Will be dun here—have you got eny work on

hands i like to have a job if you want eny one to work i will work for you. I close for this time hoping to hear soon."

Knowledge is Power

Inagreatfactory one of the huge power machines suddenly balked. In spite of exhortation, language, oil and general tinkering it refused to budge. Production, ac-

cording to an article in Forbes, slowed down and the management tore its hair.

At last an expert was called in. He carefully examined the machine for a few minutes, then called for a hammer. Briskly tapping here and there for about ten minutes, he announced that the machine was ready to move. It did.

Two days later the management received a bill for \$250—the expert's fee. The accountant was a righteous man who objected to overcharge. He demanded a detailed statement of the account. He received this:

To tapping machine with hammer \$ 1.00 Knowing where to tap...... 249.00

A Burning Question

"Slim," our hawk-eyed correspondent in Atlanta, despatches the following: A traveling evangelist had been decorating trees and fences near Jesup, Ga., with religious exhortations. One of these read, "What will you do when you die?"

It may or may not have been an attempt to answer the query that caused an advertising man to paste his notice just underneath: "Use Blank's Cure-All Oil. It Relieves Burns and Blisters."

A Question of Terms

Nashville Operator: "Is Mr. Spendthrift in?"

> Subscriber: "If you want to get him, call Main 711."

> Nashville Operator: "Operator, ring Main 711."

Subscriber No. II: "Warden speaking."

Nashville Operator: "Is Mr. Spendthrift in?"

Subscriber No. II: "Yes, he's in for six months. Goodbye."



Mr. and Mrs. Underwood tell us this is Isador Berger, violin soloist, playing sonatas and concertos over our lines from New York to Chicago for the benefit of an invalid brother.



Chairman of Chicago's "Smilin" Thru" committee, Olivia Morrison

"Smilin' Thru"

A LITTLE over a year ago Chicago Traffic Branch 33 originated a fund called the "Smilin' Thru" Fund. It has been a decided success and has been a big factor in developing a spirit of friendliness and cooperation among the members of our force.

Miss Olivia Morrison is chairman of the committee which controls this fund. The committeemen are chosen from all departments and they report to the chairman all cases of illness where a member is out for several days

or longer, or cases of death in the immediate family of an employee. In the case of illness a gift of flowers, candy, fruit, books or some other remembrance is sent as a token of cheer and friendship. In the case of death a floral piece is sent to the bereaved ones.

Money for replenishing the fund is obtained in various ways. A donation box is kept in the rest room. Girls drop coins in here whenever they feel inclined. Bunco parties are sometimes given; various articles are raffled. At one time we had a tag day when over \$75.00 was contributed. The fund is maintained entirely by free will donations. In special cases where large sums were needed the girls have responded generously.

Because of this fund everyone is treated alike and every girl, whether she is well known or not, is remembered when ill. Last year the committee spent nearly \$1,000.00. In the old way of canvassing the force for each separate case as it arose, it would have been impossible to take care of all without making a burden of what is now a pleasure. We publish this account with the idea that other branches might like to adopt such a plan.

"It's the boss's fault," says Medbury, "if anyone in his oufit thinks Service means a man who writes poems."

A Challenge From Ohio

Mrs. Maude E. Huren, night operator at Cuyahoga Falls, O., began work July 1, 1910, and we defy anyone to challenge her service record. It is one of 11½ years without even an absence recorded against her.

During the first few years of her service here she worked seven days a week without any relief for Sunday work, as this was not given then at Cuyahoga Falls. For some time later on she was given only one night off every two weeks.

Mrs. Huren is not only night operator, but at night does the testboard work as well. Her knowledge of this work is extensive.

We might also mention Mrs. Huren's service record with the People's Telephone Company, Cuyahoga Falls, as night operator, working from 5:30 p. m. until 6:30 a. m. She was in their employ three years and only absent one night. During that period she never had a vacation or a Sunday relief.

Joint Detective Work

A Minneapolis night operator in supervising a call happened to hear a man mention that he was talking from a vacant apartment. She immediately told her supervisor, who called the local exchange chief operator and obtained the location of the telephone, the name of the apartment house and the number of the apartment.

The custodian of the apartment was then



In a few months Mrs. Maude E. Huren, Traffic, Cuyahoga Falls, will have served a full dozen years without an absence.

advised of the call. He went immediately to the vacant apartment and discontinued the conversation, obtaining the St. Paul address of the person who was calling.

This information was turned over to the associated company's commercial department. A collector went to St. Paul and collected the charges on the calls.

SNAPSHOTTING THE BOOKS

"THE story you have so wonderfully told is full of inspiration to still further achievement. I hope that before long a second edition may be issued, so that a copy may be obtainable by every one in the Bell System. Your thrilling narrative shows how our wonderful organization of men and women so successfully met and bravely overcame the obstacles of war. Your telling of their story is a tribute to them, for which an appreciation is due from us all."

This statement regarding "Circuits of Victory" is quoted from a letter written by Vice-President J. J. Carty, A. T. and T. Company (whose promotion to the rank to brigadier - general was recently announced), to the author, Captain A. Lincoln Lavine. Employees may still obtain copies of the book at the special rate

of \$1.75.

An unusual and, to us, exceedingly interesting story, is "The China Shop," by G. B. Stern. It is the story of Kevin Sumers and Larry Munro, who were close friends and between whom at the same time there was an intense jealousy and hatred. Larry Munro always succeeded in leaving ruin behind him, much like the proverbial bull in a china shop.

Ian Hay is his usual entertaining self in his story "The Willing Horse," a "different" story of the war with many rare bits of Scotch humor.

We were a bit disappointed in "Beggars' Gold," by Ernest Poole, but Peter Wells has such an appealing side that we found the

story well worth while even though we do not sympathize with some of his ideas. After all, "We are all beggars sitting on bags of gold."

"The Young Enchanted," by our old friend

Hugh Walpole, is one of the most refreshing and likeable books we have read in a long time. It is a novel and as usual his characters, scenes and situations are real. Some of his people are absurd, others delightful; but all are natural. An enchanting story.

We hope (although we fear he may be true to life) that Mr. Wemys in "Vera," by the author of "Elizabeth and Her German Garden," is purely a creature of imagination. At any rate, he's a horrible creature. The girl in the story turns out to be wishy-washy. We were sorry for her, but our chief sympathy was for any of the rest of the world who made the acquaintance of a Mr. Wemys—even in fiction.

"The Cruise of the Kawa" is a burlesque of an exploratory trip through the South Sea Islands. It is a scream from start to finish. We especially recommend it for reading aloud and vouch for its doing much toward an evening's entertainment.

Would that everyone might have the pleasure of reading Donn Byrne's "Messer Marco Polo," the love story of Marco Polo and the daughter of Kubla Khan told in an exquisite way.

If you are fond of poetry, we recommend Edna St. Vincent Millay. Her poetry is

not only interesting because it is modern, but because it is contemporaneous as well. Try "Renascence and Other Poems" and "Second April."

"The Thing from the Lake," by Eleanor M. Ingram, is a horror story. Its main trouble is that the author falls down in attempting to "explain the



inexplainable and unscrew the inscrutable." For all that, there are passages that bring the hair on the back of your neck straight up to attention.

"The Herapath Property" is by the same author as "The Middle Temple Murder," J. S. Fletcher. It concerns a will and the way

certain unscrupulous individuals tried to break it. We won't spoil a good mystery story by recording our

personal opinion as to whether or not it was the right way.

After reading George Lenôtre's story, "The Dauphin," we feel that we know considerably more about this little son of the unhappy Marie Antoinette and Louis XVI than we boasted of previously. It is a fascinatingly written and interesting book and we unhesitatingly recommend it.

"Harlequin and Columbine," by Booth Tarkington, affords a very pleasant evening back of the stage with Talbot Potter, the temperamental star. It is a pretty story of stage folk and carries a decided charm. In fact, at times in this respect it is reminiscent of "Monsieur Beaucaire," though the latter will always stand in a class by itself.

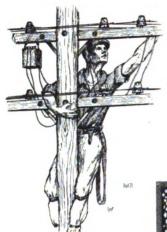
We glean from E. Phillips Oppenheim's "Nobody's Man" that if you don't like any of the existing political parties in England, you can pick up your marbles and go home and start one of your own.



One of our Southern clients said, "Why don't you get Joe Shea, of Montgomery, Ala., to draw a cartoon for Long Lines?" And behold, this picture story of the handling of a call in the little town of Goodwater, Ala., arrived almost immediately. Psychic stuff, presumably

An editor person that we happen to know finds himself turning more and more frequently to the sprightly mimeographed sheets circulated in a number of our own offices. There's good stuff in 'em; that's whv.

Casting a hurried eye over the publications that accumulate so magically on the southeast corner of his desk it appears that he has been honored by a place on the mailing list of "The Walker Talker," New York Traffic; "The 4:42 Monthly," Indianapolis Plant; "The Weekly Jolt," St. Louis Traffic, and "The Evil Eye," Lansingburgh Plant. Aren't there any more? He would surely like to see them, if there are.





Above—"Who's calling?" Miss E. Clemmie Rapp, Atlanta, can tell you. She drew the picture.



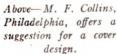


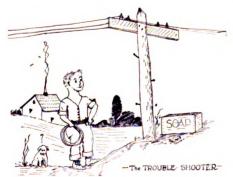
Above—Just to remind you: "Vacation Breezes," by J. List, anticipates a little.

Below—"Portrait of a Candidate for the Daily Dozen," by H. N. Donegan, Atlanta.

Above—J. List, Philadelphia, might have named his drawing "Arms and the Man."

Below—"Where There's a Will, There's a Way," by G. V. Baldwin, Maumee, Ohio.







Offerings from Our Own Artists

—[48]

One day I got an order to call at Gardiner Hubbard's to see Professor Bell. When I arrived there, Mr. Bell handed me a package and asked me if I knew where Williams' electric place at 109 Court Street, Boston, was. I assured him I did. He said he wanted me to take the package and deliver it to Thomas Watson and be very sure that nobody looked at the package or monkeyed with it in any way.

I went up to 109 Court Street, found Mr Williams at his office and asked him where I could find Mr. Watson. He said, "Oh, you'll find him up on the third floor in the further corner, tinkering away at something

or other."

So I went up to the third floor, found Mr. Watson, handed him the package, and told him it was from Professor Bell.

"Say," he said, "when Professor Bell gives you any of these packages, you be very careful of them, won't you? They have something in them that we don't care

to have the public know about just at present."

"All right," I said. "I'll take good care of them."

After that I carried packages back and forth time after time. One day Mr. Sawin, of Sawin's Express, said to me, "John, that Professor Bell at Dr. Hubbard's has a crazy idea that he's going to talk over an iron wire. I don't think he's got very much money, and hereafter I guess you had better ask him to pay cash each time you carry a bundle for him. He owes us quite a little now and I guess you had better get your fifteen cents each time."

Of course I did not want to say anything to Professor Bell, but I had to, and he said, "That's all right" and gave me his

fifteen cents.

Several years after this Mr. Sawin died and left an estate of about sixty thousand dollars. Professor Bell is still living and must be worth sixty thousand or more.

Some Say It's Just Luck

OM JONES and Bill Smith left the army together. Tom got a job as an automobile salesman. Bill started as clerk in an office where he ranked at the bottom of the list of several hundred.

The automobile business was booming and on their way to work every day Tom used to tell Bill how well he was getting along and what a lot of money there was in the automobile game. Bill listened.

At the end of a year Tom changed to another automobile agency. He said there was more money in it than in the one he left. Bill was given a raise and a little responsibility.

The next year Tom decided the automobile business was slowing down, so he took on a line of vacuum cleaners to sell. He told Bill he was having a lot of luck in getting good jobs, and that he always had several he could change to. Bill was put in charge of a section of his office, with more pay.

Half a year later found Tom selling brushes. He had found he wasn't getting anywhere with the vacuum cleaner company. Running into a little hard luck he explained. Meanwhile, Bill was made assistant office manager. Tom gave him credit for falling into things pretty soft.

It took Tom about six months to decide that there wasn't much money in brushes. So he switched back into automobiles again. He now complains that things are not as good as they were three years ago, and he's thinking of going into something else. Bill is admitted to be in line for the job of office manager when the old man steps out, and has just bought a little car.

Tom congratulates Bill on his good fortune, but swears that he himself has picked up a jinx. He doesn't seem to be getting anywhere at all.

NEW UNITY

Executives in New York Headquarters Speak Directly to Western Electric's Massed Employees at Hawthorne

Lines and the Bell loud speaker, President Thayer of the A. T. and T. Company, President DuBois and Vice-President Jewett, of the Western Electric Company, talking from Mr. Thayer's office at 195 Broadway, New York, and Mr. Nowell, Vice-President and General Manager of the Pacific Company, talking from San Francisco, addressed the employees of the Western Electric Company assembled at Hawthorne, Ill., on June 14. Practically the entire personnel of the Hawthorne works, about 27,000 people, heard clearly and distinctly the addresses from both the Atlantic and Pacific coasts.

For the first time the officers of a great organization, although separated from the employees by a thousand miles of mountain range, river and plain, were able to reach all of them simultaneously—27,000 of them—by voice. Sitting at a desk in a New York office, Mr. Thayer, Mr. DuBois and Dr. Jewett made themselves heard by every one of the big gathering without raising their voices above ordinary speaking tones. It throws open for the future a development of closer personal relationships between employees and officers of large companies than has ever been possible in the past.

President Thayer reminded his hearers that all the equipment used to bring his

(Continued on page 15)



Mr. Thayer talking to the assembled host of Western Electric workers from his desk on the 26th floor of 195 Broadway

Immediately below—President DuBois, of the W. E. Company and, with watch in hand, Col. H. E. Shreeve, noted for his research work in radio for the Bell System

At bottom, left to right— Maj. F. H. Fay, E. A. Hilborn and S. E. Hawkins, of Long Lines Plant, in the New York control room

Opposite page—Part of the 27,000 auditors at Hawthorne

Photographs courtesy of W. E. News







-[7]-

became known. During the construction period, particularly on Saturday afternoons and Sundays, many of the residents visited the building operation and expressed their pleasure in having such a substantial and handsome building added to their community.

The building at Shippensburg is likewise located in the residential section of town and as it stands on a high terrace it is readily noticed from the main highways entering the town. Residents have expressed pleasure in having this Company provide a building of this type. The Ligonier building is located on the Lincoln Highway on the eastern edge of town. The building is on a high terrace and the slight curve and rise in the highway just to the east of the station gives it a commanding position so that the many people traveling this highway cannot fail to observe it.

The work of installing equipment at Bedford was started March 28, 1921 under the supervision of Equipment Foremen C. A. Ewan and J. L. McCurdy, the former being in charge of all power work and the latter in charge of all other equipment. Installations at Shippensburg and Ligonier were made by the Western Electric Company and were started on October 10, 1921.

The power plants are among the largest designed for stations of this kind. From four to six different batteries with charging equipment are provided to furnish current for the telephone and metallic Morse repeaters, the largest of these being the duplicate 24-volt batteries at Bedford and Shippensburg which are of the "H" type. The 24-volt and 240-volt batteries are charged by motor generator sets, the 30volt Morse battery by a Tungar Rectifier and the 130-volt batteries by Mercury Arc Rectifiers. The alternating current for power and lighting is obtained from the local power company at each point. At Bedford and Shippensburg the power transformers are housed in underground vaults. At Ligonier the power transformers are located on an "H" fixture across the street from the test station and the low tension side of the circuit is carried underground to the power protection panels in the basement of the building. For protection in case of failure of the power supply there is provided at each station a 30 H.P. Foos engine with belted generators designed for charging

different batteries located in the station. For ringing current there have been installed standard twenty cycle ringing machines and the recently developed 10½ watt relay rack type 135-cycle motor generator sets. The latter machines are mounted on a unit type slate panel complete with switches and volt meter. They operate from the 24-volt battery and constant speed is maintained by regulators within such well defined limits that it is not essential to provide a frequency meter for checking the frequency of the sets.

Entering the repeater stations from both directions the toll cable is brought in underground and as no protection was provided at the point where the aerial cable is connected to the underground section, it was necessary to install full protection consisting of fuses, open space cutouts and heat coils in the office. At Bedford and Shippensburg wall type protector frames are installed with the heat coils above the fuses in order to reduce the congestion of cables in the small space between the protectors and the wall. At these two stations the tip cables are spliced to the main cable in the basement and carried to the second floor through wall ducts. At Ligonier the protector frame is installed on 4-inch "I" beams approximately 4 feet from the wall. This permitted the main cable to be placed in the wall ducts and the tip splices are made on the cable rack above the protector frame. In this case the heat coils are installed below the fuses.

The cable pairs are terminated in two 6-foot sections of No. 4 type testboard, four jacks being provided for each physical circuit both east and west. All testing and directing of trouble clearing on the cables is done from these boards. The four-jack circuit consists of two cable line jacks and two equipment jacks.

The 16 gauge pairs and the 19 gauge pairs in the cable are suitable for use as two-wire circuits; that is, only one physical pair or one phantom is used for a complete circuit, the same circuit being used for transmission in both directions. These circuits employ what are known as two-wire No. 22 type telephone repeaters. The majority of the 19 gauge pairs which make up the large part of the cable are designed for four-wire operation. In the four-wire circuits two circuits which may be either side or phantom circuits are used,



"Go back to-right about there"

And Then They Dictate

A Page from the Experience of a Long Lines Stenographer who Insists on Remaining Anonymous

It had happened Anonymous too often before.

In fact, had I, on opening the door, been met with an agreeable smile and a nodded "Good morning," I wouldn't have known messen

exactly how to take it.

I sat down in the chair beside my dictator's desk just in time to catch the one, snappy word, "Smith!" Well, I reflected, at least I am fortunate in knowing to whom he's writing; also, in knowing beforehand just who, what and where Mr. Smith is.

OPENED

the door

and a back

greeted

me. It was

as I expected:

the back would

dictate. This no

longer held any

terrors for me.

Then began the ordeal. (I use the word advisedly.) He raced, he jerked, he mumbled, he drawled, he repeated, he corrected. "No, no; not that at all. Go back to somewhere near the middle of the paragraph before this one. Right about there." And turning, he planted a finger at the top of my page. Smart man! He could find his place even in a jumble of shorthand.

This accomplished, we raced on again. Never a pause to indicate punctuation; just a mass of ideas tumbling out of a man's brain. Clever ideas, all right; but the trouble was they all clamored to be expressed at once and the result was an absolute lack of continuity. Not that the final letter which was actually sent to Mr. Smith was like this. Not at all. When it reached that stage it was perfected. But it only reached that stage two or three days later and at about the fourth rewriting.

So much for the morning's first offering. The next several attempts went along rect and so everything would be clear sailing. The letters written, I sent them in to Mr. L. by a messenger. I had understood they were a rush job.

smoothly.

Among the

varied matter

that I took were

six or seven let-

ters of a tech-

nical nature.

This was all

right. Appar-

ently I had all

the terms cor-

On to the next. It was an oddly varied collection of men who dictated to me, but many of their little surface idiosyncrasies were humorous. It was lots of fun. Just how much I bet they never guessed.

As I entered Mr. B.'s office he was standing in front of a window scanning the multicolored spring crowd on the street below. Evidently it was attractive, for it was some time before he turned around. I was right on my toes. All the stenographers knew that Mr. B. was a regular speed artist.

"Good morning, Miss D.; a personal note to Mr. So-and-So, if you please." And he began to dictate: "Thinking over the matter which you and I discussed several days ago. . . ." The note was concluded. Back I trotted to write it.

Then came the puzzle. A personal note, but just how personal? How did Mr. B. address Mr. So-and-So? Certainly he didn't call him "Mister." No; he knew him much too well for that. He must call him by his first name. Yes, I'd hazard a chance on that, and the letter was begun, "Dear Bill: Thinking over the matter which you and I discussed several days ago . . ." and so on. A little messenger mercuried

(Continued on page 32)

Vacation House

"AFTER all, Atlantic City is the only place to have a ripping good time on week-ends and vacations," decided Traffic Branch 4, Philadelphia. So a committee was appointed to get a house there. You see, Atlantic City is only about an hour and a half's ride from Philadelphia and during the summer months there are daily excursions at

reduced rates, so that the girls who run down for the day can have a place to rest after their dip in the ocean.

A house at 23 South Texas Avenue was finally secured and leased from May 27 to September 28. It is within walking distance of all the railroad stations, one block from the beach and two blocks from the Million Dollar Pier. On account of its nearness to the ocean, bathing from the house is permitted.

Swimming, fishing and sailing parties are being arranged, on which we expect to have a great old time. In the evening the attractions on the boardwalk and the different piers will furnish plenty

of amusement.

The Vacation House is financed by money raised in various ways by the members of Traffic Branch 4. It promises to be a very good investment.

Camp Sherwood

ONG LINES women employees in New York who have not yet made definite vacation plans would do well to consider Camp Sherwood, Warwick, N. Y., about 60 miles from the city, established last year by the New York Company, and now open to our women folk. Full details and application blanks may be obtained from Miss A. Aldrich of

the Housing Bureau, room 550, 195 Broadway.

Hikes, swimming, picnics, campfires, athletics, arts and crafts are some of the entertainments offered. Expense has been cut down as much as possible. Special round trip railroad tickets have been arranged for.

A Hawthorne Report

A regular meeting of Plant Branch 34, was held at 24 Walker Street, New York. The feature of the meeting was a talk by J. P. Phelan, who has just returned from Chicago, whence he traveled as branch representative on the trip to the plant of Western Company, at Hawthorne, Ill. He gave a most comprehensive and interesting talk, commenting upon the details of the trip, in which all those present were greatly interested.

After the meeting was adjourned those assembled were shown through the new radio plant recently installed on the roof of the building, and a number of the various musical devices for broadcasting were demonstrated.

"Accident prevention," states Slyb Sorc, "began when the first monkey dodged a falling cocoanut."

It was voted most successful. We were honored by the attendance of some of the division office officials.—T. W. W.



Miss Rosalie I. Mooney, President of Traffic Branch 4, Philadelphia, on the steps of Vacation House, Atlantic City, at the opening just after its lease by Branch 4

At Pablo Beach

Who said that it was too hot to have a good time in Florida?

A few of the fortunate Long Lines employees at Jacksonville are indebted to Miss Mabel Smith and her two able aides, Miss Baber and Miss Roberts, for a delightful afternoon and evening spent at "America's Most Wonderful Beach"—Pablo Beach, Fla. Surf bathing, dancing, and a most sumptuous and delicious chicken lunch were enjoyed by all present.



"Her desk was one mass of flowers. A huge basket, nearly three feet high, filled with roses and other blossoms, rested in the middle, while white flowers of different kinds covered the

N her 25th anniversary of service Miss Hulda Smith, Plant Division 4 Cashier, Chicago, was pleasantly surprised to find her desk a veritable garden through the floral offerings of her well wishers and co-workers. This surprise was enhanced when a triple entente of trail blazers, Miss Mary Gerrard, Miss Helena Byrne and James Nevins, suddenly materialized and presented their congratulations.

Among others offering their best wishes were Miss Rose Smith, Division Plant Superintendent S. Hogerton and R. L. Bodine. Remarking, "I believe this is the happiest day I have ever spent," she left for home with her flowers.

While 25 years is a long stretch of time, Miss Smith asserted that some things that happened back in 1897 were quite vivid in her mind still. Division Plant Superintendent S. Hogerton expressed his appreciation of Miss Smith's services in glowing terms. He said he hoped she would be on the job every Tuesday for many years to come.

In a letter to W. J. Morgan, jr., Chief Traveling Auditor, Miss Smith writes: "I shall never be able to express my gratitude for the many kind acts bestowed upon me on the occasion of my anniversary. I was never more surprised than when I reached the office on the morning of the 24th to discover the loving way in which my coworkers had remembered me and all during the day I received such sincere good wishes from people whom I thought had forgotten that I was in existence; I also received a telegram from Messrs. Stevenson and Miller.

"I cannot tell you how much I appreciate your kindness in remembering me and I must take this opportunity to tell you that the encouragement which I have received from you and your Department has been a great inspiration to me in many moments."

"A photographer parked Miss Smith among her posies. Something went bang! Room full of smoke—windows hurriedly opened—fog settling—rest, blank," is R. L. Bodine's story of the picture taking.

Country Life

UR Division Service Observer, Miss Borton, decided that one of the best ways to spend her nine per cent. was to take a place in the country, buy a flivver and burn up the road between Philly and this ideal country spot. One Saturday she entertained us in her summer

We had a wonderful time, doing all the

various things that a crowd of city folks do when let loose in the country. Wish "Big Chief Mack" could have seen the ball practice!

We built a fire in the open over which we prepared a substantial supper. Such broiled steak you've never tasted.

At dusk we returned to the city all converted to the summer home idea. It was a great time while it lasted, and all agree that Miss Borton is a blue ribbon hostess.

-F. B.

Engineering Girls Hear Radio

On Thursday

evening, June 1, about 15 of the young ladies of Long Lines Engineering, New York, were guests at a radio entertainment in the studio of the new broadcasting station at the Walker-Lispenard Building. A varied program was given, the first sections of which were received from different broadcasting stations and consisted of a bedtime story, Victrola music and an educational talk.

The remainder of the program was received from the Western Electric Company broadcasting station (2XB) at West Street, New York City. This consisted of musical numbers, both vocal and instrumental, which were thoroughly enjoyed by all. During the intermission between the numbers the various parts of the broad-

casting apparatus in the apparatus room of the new broadcasting station were explained, and a general description of radio broadcasting and receiving was given.

The entertainment was in charge of J. J. Pilliod and R. N. Nicely of the Long Lines Engineering Department, assisted by R. S. Fenimore, Radio Operator of the Walker-Lispenard station.

And Then They Dictate

(Continued from p. 29)

in with this and I heaved a sigh. Only three-quarters of an hour more and I could stop writing to Dear Bill and Mr. Smith and to the technical men.

But I had guessed wrong. Mr. B. rang again and back I went. It took me only a moment to see that all his good humor had vanished. "'Dear Bill,'" he stormed, "'Dear Bill' I never said such a thing, I never addressed a man in such a way. Who told you to write 'Dear Bill?'"

The chance I had hazarded had been all wrong and Bill should have been only a formal Mr.

So-and-So. One black mark, one letter to be rewritten. Again I went to my desk, inwardly smiling at Mr. B.'s evident wrath, but nevertheless chagrined.

And calamities never come singly. There on my desk lay the technical letters. The head stenographer turned to me. "I'm sorry, Miss D., but I'll have to ask you to rewrite these letters for Mr. L.

"But," I stammered, "what's the matter with 'em?'

"He's very particular about his margins, you know," she explained, "they must be exactly one inch wide.'

"Analyze your job. See what's in it. Then get out of it what you find," is Fleishman's advice.



The Misses B. Burns, pitcher, and F. Bitner, catcher, conspire to fan Miss Borton at the Philadelphia girls' outing

The Development and Financing of This Country's Largest Public Utility

Ву

W. S. GIFFORD

Vice President in Charge of Finance, American Telephone and Telegraph Company

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The Development and Financing of This Country's Largest Public Utility

An address before the Bond Club of Philadelphia

It is the policy of the Bell System to fully inform the public regarding all phases of its business. I shall, however, assume that many of you have not had time to follow the development of the business as it has been set forth from time to time in the reports to the stockholders, statements to the press, reports to commissions, and information sent subscribers.

The Bell System employs some 250,000 men and women, and furnishes telephone service to some twelve million subscribers. Its plant has been built with the savings of several hundred thousand people who have invested in its securities.

The development of its organization has been one of evolution and growth and has made possible a comprehensive telephone system in this country which is not approached anywhere else in the world. The long distance lines, connecting the territories of the various operating companies are owned and operated by the American Telephone and Telegraph Company. There

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are now some twenty principal operating Bell Telephone Companies covering the United States. The telephone apparatus for these companies is chiefly manufactured and supplied by the Western Electric Company, which is the largest manufacturer of telephone apparatus in the world. It is peculiar to the Bell System that all of these companies use the same apparatus and the same operating methods and are governed by the same policy. Therefore, any subscriber in any company can talk satisfactorily with any subscriber in any other company.

The A. T. & T. Company as the central organization owns for the most part a large majority and in many cases all of the stock of these operating companies. It provides expert advice and assistance in accounting, financial, legal, operating and maintenance methods, and engineering. It furnishes the telephone instruments with which you are all familiar. It keeps these instruments in repair and up to standard at all times. Although the American Company owns and operates directly the long distance business, including leased wire service, for practical purposes it is operated as a separate department of the company and as though it were The American an Associated Operating Company. Company owns nearly all of the stock of the Western Electric Company, which acts as the purchasing and warehousing branch of the Associated Companies, and also, as before stated, manufactures nearly all the telephone apparatus. The American Company maintains an extensive research department in which hundreds of experts and scientific investigators, graduates of the world's greatest universities, are employed. It is perhaps unequalled in size and scope.

We have, therefore, an organization of some twenty operating units, supplied by a highly equipped manufacturing and supply organization, and supervised by the A. T. & T. Company.

The A. T. & T. Company is, then, not a holding company in the ordinary sense of the word. It owns stocks and other securities in its Associated Companies but in addition to that it furnishes directly part of the telephone service through its long lines department; it furnishes telephone instruments and it furnishes expert advice and assistance, including the development of new apparatus and the planning of more economical ways to use the present apparatus.

The revenue of the A. T. & T. Company consists of its income from its investments in Associated Companies, of its income from its long distance business, of its income from investment in such companies as the Western Electric Company, the Bell Telephone Company of Canada, and the Cuban-American Tel. and Tel. Company. It also receives from the Associated Operating Companies a payment equal to four and one-half per cent. of their gross receipts, which is in payment for the instruments, which are owned by the American Company and furnished to the Associated Companies, and in payment for the expert managerial services performed.

I would call your attention especially to the fact that through the American Company's ownership in the Western Electric Company, whatever profits there are on the manufacture of telephone apparatus are invested in the business and accrued to the benefit of the telephone users.

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With this picture in your mind of the Bell System and the American Company's relation to it, you may more readily understand the financial problem. Bell System builds in the course of a year some \$180,-000,000 of telephone plant. Part of this is to replace plant which has worn out or become obsolete. The problem of finding the money to build this vast amount of plant is one that is of particular interest to you. In the first place, there is a certain amount of salvage from the plant which is taken out of service. In some cases dismantled portions of the plant are re-used; in other cases it is sold for junk. This provides some of the \$180,-000,000 in plant which we have just referred to. addition, there is that portion of the cash received from telephone subscribers which is set aside as a reserve for depreciation. It has always been the policy of the Bell System to maintain its property in first-class condition, and above all to provide adequate reserves against obsolescence and the wearing out of its plant. This money is invested in plant rather than left in cash in the banks, or invested in other securities. In addition, some of the money needed comes from undivided profits of the System—those surplus earnings which are left after the payment of fixed charges and dividends. With these various sources of cash we are able to take care of a substantial part of our plant program, but by no means all. There is still left to be financed through new money some \$70,000,000 to \$90,000,000 a year. This at first seems like a large sum of money, but we must remember that we are dealing with the entire United States and not with one city or town.

Frequently the telephone business is confused with a manufacturing or industrial business. I should like to

make very clear the distinction between a utility such as the telephone business and a manufacturing enterprise. The manufacturing company, if its business grows, occasionally is obliged to build additions to its plant, but not continuously. In the telephone business the growth and the construction are continuous. It is as though you had a corner grocery store which could take care of 100 customers, and when one or more customers are added to the list, it is necessary to build another grocery store. This, however, is the normal thing in the telephone business and each new addition is to take care of new customers, which enables it in turn to carry itself financially. So that the fact that such large sums of money are necessary annually to take care of the growth of the telephone business, is really a factor of strength and not a consideration that should create concern. The fact that business does grow continuously, and the fact that during periods of relative business depression its growth continues only slightly retarded, is a factor of safety and steadiness.

During periods of unusual business activity, industrial companies very properly make large profits and correspondingly during periods of depression, their profits may be little or none. In the telephone business, as is proper, profits are not large at any time but they are maintained steadily even in times of depression. This is necessarily so. If no extraordinary profits are to be made, it is clear that rates are proper that are so adjusted as to avoid losses.

Just a word to explain the relation of the American Company to the Associated Companies in this financing. The American Company undertakes as far as possible to temporarily finance the Associated Companies as in ere-

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they need it, for the most part on demand notes at a rate of interest lower than the market. From time to time these Associated Companies either issue securities to the public in the shape of bonds, notes, preferred stocks, or it may be that the American Company takes additional common stock in the companies in payment of the amount due it on these temporary notes.

For instance, in Pennsylvania last fall, the Bell Telephone Company of Pennsylvania issued \$25,000,000 of 25-year 7% bonds with which you are all familiar. This money was used by the Bell of Pennsylvania to pay off notes to bankers and to the American Company and the balance will be employed this year and next year in carrying out the construction program within its territory for those years.

Since 1916, until recently, the money markets have been such that this business, along with many other businesses, has borrowed either on short term notes or on mortgage long term bonds for new financing. We have issued substantial amounts of both and the investing public have quickly taken the offerings.

It is obvious that a sound financial policy should call upon the owners of the property for an additional investment in the business as soon as financial conditions would permit. The debt of the Bell System is approximately equal to the stock outstanding, but I would call your attention to the fact that with \$1,500,000,000 of property only about \$250,000,000 of the debt is represented by mortgage bonds, the rest being collateral trust bonds, convertible bonds, and short term notes, so that you will note that we are a long way from having mortgaged our property to an extent that would be in any

sense alarming. A careful study of the standing of our stock in the market for some time past shows conclusively that it is looked upon as a steady investment security, the market price having fluctuated less than that of industrial and railroad stocks, having been even more steady during 1920 than railroad and industrial bonds. It is clear, therefore, that the price of money is a large factor in determining the price of A. T. & T. Company stock.

Before speaking of the change in our dividend policy from 8 per cent. to 9 per cent., I would like to say a word about the equity of the stockholder in the business. Due to the conservative policy of the company in providing for depreciation reserves, and in not paying out all of its earnings in dividends, and due furthermore to the method of financing employed by the A. T. & T. Company-namely, the issue of convertible bonds-there is behind every share of stock of the A. T. & T. Company an equity in the assets of the System of over \$200 a share. The cash paid into the treasury, as a matter of fact, for every share of A. T. & T. stock through bond conversions has been \$36,000,000 in excess of par. will see, therefore, that the A. T. & T. Company is in effect undercapitalized, so that a 9 per cent. dividend upon its stock is less than 5 per cent. upon the equity of the stock. When you recall that the Cummins-Esch bill provided that railroad rates should be fixed so as to provide 6 per cent. upon the property as a fair return. the question of whether it was safe for the American Company to pay a 9 per cent. dividend upon its stock, or whether it could afford such a dividend, is answered.

In this connection it is interesting to know to whom this increased rate goes. We have to-day over 151,000

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stockholders of record of the A. T. & T. Company. More than half of them are women. The average number of shares held is about 29. The employees of the System have to a very large extent become stockholders. Over 24,000 are stockholders of record and some 42,000 have for a year and half past been paying for stock on an installment plan.

Recently the directors authorized an issue of \$90,000,000 new stock to the stockholders of record of May 20th. This issue has not been underwritten; in fact, no issue of A. T. & T. stock has ever been underwritten. This offer does not expire until July 20th but you will be interested to know that we have already received hundreds of letters from stockholders who are anxious to know if they can get on the same terms more than their established quota. With this \$90,000,000 stock added to the stock already outstanding, the amount of stock in excess of the debts will be substantial.

American Telephone stock is perhaps a little peculiar in one respect. Investors are advised not to put all their eggs in one basket. If you could buy stock in a railroad company which pooled a substantial part of all the railroads of the United States, I believe that regardless of whatever the temporary condition of the railroads might be, our confidence in the future and the need for that great utility would be such as to make the stock of unquestioned worth. In the case of the American Telephone Company the investor in that stock in effect buys into the telephone business of the country. He buys telephone eggs and through the American Company they are distributed in many baskets. If temporarily, as has sometimes been the case, one or more of the operating companies is, on account of various conditions, not

as prosperous as it is entitled to be, that does not mean that the telephone business as a whole is in difficulties. Our experience has been that it is only a matter of time when such a company that may be temporarily short in revenues, is able to get to a position where it carries its proper share of the load.

To sum up, the A. T. & T. Company and its Associated Companies furnishes an essential public service through 12,000,000 telephones to the entire nation. In the rendering of that service it employs a quarter of a million of people—men and women—and its \$1,500,000,000 of plant is owned by over 150,000 stockholders. Due to its conservative financial policies it is entitled to earn and can earn enough to keep all of its securities at all times sound and desirable investments. Its methods are well known to all. It accords and receives fair treatment from all constituted authorities and grows in strength as it grows in size and is governed by sound traditions of service.

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BRANCH CORRESPONDENTS

Association Units Complete Selection of Publicity Representatives for Happenings Throughout the Department

THE list of correspondents chosen by the various branches to keep Long Lines in touch with Association and general news is now complete and is published herewith. Each item gives the number of the branch, the name of the correspondent, the department to which he or she belongs and the correspondent's address.

1-Rhoda Gwilym, Accounting, 172 Fulton St., New York; 2-K. Barry, Plant, 9th floor, 24 Walker St., New York; 3-Harriet E. Waterman, General Traffic, room 41, 172 Fulton St., New York; 4-Margaret E. Sloan, Traffic, 758 Bourse Bldg., Philadelphia; 5-E. J. Johnson, Plant, 185 Pearl St., Hartford, Conn.; 6-Clara E. Smith, Plant, 1422 Hurt Bldg., Atlanta, Ga.; 7-T. A. Springfield, Plant, 500 Stahlman Bldg., Nashville,

8—H. W. Donegan, Plant, 123 Walton St., Atlanta, Ga.; 9—Grace F. Hizer, Traffic, Newtown Square, Pa.; 10—R. F. Ledbetter, Plant, 709 E. Grace St., Richmond, Va.; 11—J. C. Shea, Plant, 18 Washington St., Montgomery, Ala.; 12—V. F. Moss, Plant, 412 Roane St., Harriman, Tenn.; 13—Cleo E. Bruner, Traffic, 2670 Washington Ave., St. Louis, Mo.; 14—Bertha Arnold, General Plant, Room 930, 195 Broadway, New York; 15—E. F. Bell, Plant, 518 N. Beaumont St., St. Louis, Mo.

16—J. V. Ford, Plant, Room 800, Telephone Bldg., Buffalo, N. Y.; 17—H. Firth, Plant, 6th and Main Sts., Davenport, Ia.; 18—H. A. Smith, Engineering, 195 Broadway, New York; 19—E. A. Klosterman, Plant, 609 Keller Bldg., Louisville, Ky.; 20—J. W. Farley, Plant, 121 Sycamore St., Evansville, Ind.; 21—Mary Connaughton, Traffic, 502 Keller Bldg., Louisville, Ky.; 22—W. J. Talbot, Plant, Room 680c, 125 Milk St., Boston, Mass.: 23—G. J. Fanning, Plant, Room 505, 57 Eddy St., Providence, R. I.; 24—A. E. Montville, Plant, 3432 Midland Ave., Syracuse, N. Y.; 25—H. S. Bennett, Plant, 114 Court St., New Haven,

26-W. A. Wentworth, Plant, 283 Worthington St., Springfield, Mass.; 27-R. E. Catherman, Plant, 104 Keyser Ave., Scranton, Pa.; 28-E. D. Michael, Plant, P. O. Box 420, Charlotte, N. C.;

29—Golda Warren, Traffic, 3001 N. New Jersey St., Indianapolis, Ind.; 30—Marie E. Flagler, Traffic, 119 Sycamore St., Evansville, Ind.; 31—P. G. Trotter, jr., Plant, 197 Court St., Memphis, Tenn.; 32—Jane S. Latham, Traffic, 711 E. Grace St., Richmond, Va.; 33—Carolyn H. Murray, Traffic, 311 W. Washington St., Chicago, Ill.; 34—T. W. Whitman, Plant, Room 303, 24 Walker St., New York; 35—May Bell Barrett, Traffic, 18 Washington Ave., Montgomery, Ala.; 36—J. B. Rutherford, Plant, 7th floor, 311 W. Washington St., Chicago; 37—Helen H. Churchill, Traffic, Room 805, 311 W. Washington St., Chicago; 38—D. H. Harris, L. L. Benefit Dept., 195 Broadway, New York.

39—H. C. Marsh, Plant, 815 Church St., Lynchburg, Va.; 40—T. L. Tinsley, Plant, Room 4, 725 13th St., N. W., Washington, D. C.: 41—Carrie Y. Hosier, Traffic, 225 E. Fourth St., Cincinnati, O.; 42—Mary F. Hesson, Traffic, Room 714, 125 Milk St., Boston, Mass.; 43—Eula E. Parks, Milk St., Boston, Mass.; 43—Eula E. Parks, Traffic, 197 E. Court St., Memphis, Tenn.; 44—E. P. Keene, Plant, Room 610, 820 Poydras St., New Orleans, La.; 45—Ruth Borchert, Traffic, 420 Green, Plant, 204 St. Francis St., Mobile, Ala.; 47—E. R. Wright, Plant, 401 Sycamore St., Waterloo, Ia.; 48—J. W. Loeber, Plant, Room 55, 5 Light St., Baltimore, Md.; 49—Inez F. McDowell, Traffic, Room 601, 57 Eddy St., Providence, R. I.

50—H. F. Fillingame, Plant, 131 Bridge St., Elkton, Md.; 51—P. D. Shuping, Plant, P. O. Box 262, Selma, N. C.; 52—A. T. Carter, Plant, Denmark, S. C.; 53—Margaret Balloff, Traffic, Conant & William St., Maumee, O.; 54—Alice H. Walker, Traffic, 1018 Telephone Bldg., Kansas City, Mo.; 55—M. F. Des Marais, Plant, 542 Metropolitan Bank Bldg., Minneapolis, Minn.; 56—Dorothy R. Hederich, Traffic, 464 Spitzer Bldg., Toledo, O.

57-W. L. O'Neil, Plant, 925 Third Ave., Troy, N. Y.; 58-J. H. Dimick, Plant, 607 Telephone Bldg., 1421 Champa St., Denver, Col.; 59-Sophia Lehmbeck, Traffic, 6th & Main St., Davenport, Ia.; 60-R. E. Jones, Plant, Tomah, Wis.; 61-T. F. Shea, Plant, Room 419, 416 Seventh Ave., Pittsburgh, Pa.; 62-G. L. Wagner, Plant, Care A. T. & T. Co., Maumee, O.; 63-E. G. Amon, Plant, 428 Nasby Bldg., 245 Huron St., Toledo, O.; 64-C. F. Kammerer, Plant, 603 Bourse Bldg., Philadelphia; 65-E. Riley, Plant, 1005 Telephone Bldg., Kansas Cit., Mo: 66-E. Powell, Plant, 316 Joplin St., Joplin, Mo.; 67-Geraldine Bell, Traffic, Room 1009, Telephone Bldg., Omaha, Neb.; 68-Martha Alder, Traffic, 303 Telephone Bldg., Nashville, Tenn.; 69-Thelma M. Martin, Traffic, Albany, Ala.

70—Ruth Leopard, Traffic, Phoneton, O.; 71—Annie Hooker, Traffic, Denmark, S. C.; 72—Mary J. Painter, Traffic, P. O. Box 115, West Palm Beach, Fla.; 73—C. G. Harvey, Plant, 216 Johnson St., Albany, Ala.; 74—H. C. Spetz, Plant, 210 Walnut St., Harrisburg, Pa.; 75—F. C. Koelle, Plant, 704 Bourse Bldg., Philadelphia; 76—Margaret M. Goodwin, Traffic, 118 Clifford St., Detroit, Mich.; 77—G. A. Richardson, Plant, 1422 Hurt Bldg., Atlanta, Ga.; 78—O. H. King, Plant, 1715 N. Sixth Ave., Birmingham, Ala.

79—W. Klusmeier, Plant, E. 49th & Harvard Ave., Cleveland, O.; 80—G. F. Morehead, Plant, 1110 15th St., Altoona, Pa.; 81—G. N. McDowell, Plant, R. F. D. No. 1, Temple, Pa.; 82—J. H. Stallings, Plant, Box 115, West Palm Beach, Fla.; 83—W. E. Bybee, Plant, 1422 Hurt Bldg., Atlanta, Ga.; 84—C. F. McCabe, Plant, 907 Telephone Bldg., Omaha, Neb.; 85—Hazel L. Burmaster, Traffic, 183 5th St., Milwaukee, Wis.; 86—C. O. Pasnau, Plant, 421 North Fourth St., Burlington, Ia.; 87—E. P. Barnes, Plant, Camp Chase, O.

88—Murillo Vest, Traffic, 1421 Hurt Bldg., Atlanta, Ga.; 89—L. A. Avermaat, Plant, 225 E. 4th St., Cincinnati, O.; 90—Amelia M. Koehler, Traffic, Temple, Berks Co., Pa.; 91—W. B. Porter, Plant, Care W. F. Norris, Room 903, 24 Walker St., New York; 92—F. H. Fox, Plant, Room 405, 118 Clifford St., Detroit, Mich.; 93—E. E. Aker, Plant, Phoneton, O.; 94—W. C. Abele, Plant, Box 4, Care A. T. & T. Co., Fort Wayne, Ind.; 95—H. B. Briggs, Plant, 665 Ohio St., Terre Haute, Ind.; 96—Loraine E. Morris, Traffic, 823 Boatmen's Bank Bldg., St. Louis, Mo.; 97—Gladys H. Powers, Traffic, Room 2411, 24 Walker St., New York; 98—Amelia Hirt, Traffic, Room 526, 416 Seventh

Ave., Pittsburgh, Pa.; 99—A. F. Anderson, Plant, Box 105, South Fort, Des Moines, Ia.

100—Emma J. Meier, Traffic, 237 Champlain St., Cleveland, O.; 101—Hazel B. Lyle, Traffic, 113 Wetmore St., Cuyahoga Falls, O.; 102—W. C. Burch, Plant, 3001 N. New Jersey St., Indianapolis, Ind.; 103—R. T. Woells, Plant, Room 405, 4300 Euclid Ave., Cleveland, O.; 104—H. G. Hull, Plant, 212 W. Washington St., Chicago; 105—Audrey E. Cochran, Traffic, 308 Avon Bldg., Oklahoma City, Okla.; 106—F. F. Helmick, Plant, Beaverdam, Allen Co., O.; 107—Edith M. Earich, Traffic, 1131 Steubenville Ave., Cambridge, O.

108—Dora E. Ulrich, Traffic, Room 905, 24
Walker St., New York; 109—Mary Ina Beckner,
Traffic, Telephone Bldg., Tulsa, Okla.; 110—E.
B. Hooper, Plant, 325 W. Adams St., Jacksonville,
Fla.; 111—R. M. Haff, Commercial, Room 1008,
195 Broadway, New York; 112—W. J. Woods,
Legal, Room 2516, 195 Broadway, New York;
113—R. H. Caldwell, Plant, 24 Walker St., N. Y.,
Care K. R. Allen; 114—Olive G. Holmes, Traffic,
Beaverdam, O.; 115—J. C. Schultz, Plant, 673
Bourse Bldg., Care F. E. Galbraith, Philadelphia;
116—Myrtle E. Waterman, Traffic, 316 Joplin St.,
Joplin, Mo.; 117—Dora M. Beckman, Traffic,
44 Church St., Buffalo, N. Y.; 118—Leila Edds,
Traffic, 404 Telephone Bldg., Wichita, Kan.

119—C. L. Fontana, Plant, 823 Boatmen's Bank Bldg., St. Louis, Mo.; 120—C. Vilborn, Plant, 311 W. Washington St., Chicago; 121—Florence A. Kittell, Traffic, 925 Third Ave., North Troy, N. Y.; 122—Grace St. Pierre, Traffic, 3432 Midland Ave., Syracuse, N. Y.; 123—J. C. Barnard, Plant, 823 Boatmen's Bank Bldg., St. Louis, Mo.; 124—Winona Estes, Traffic, 215 W. Main St., Georgetown Ky.; 125—W. H. Grimes, Plant, Care E. J. Benzing, 311 W. Washington St., Chicago; 126—T. F. Cox, Plant, 416 7th Ave., Pittsburgh, Pa.; 127—F. D. Hearle, Plant, 202 Pioneer Bldg., Oklahoma City, Okla.; 128—R. N. Calvert, Plant, 210 Hale St., Charleston, W. Va.

129—T. W. Smith, Plant, Greensboro, N. C., Care So. Bell. Tel. Co.; 130—L. V. Carr, Plant, 318½ N. Main St., Garden City, Kan.; 131—M. D. Brown, Plant, 205 Telephone Bldg., Wichita, Kan.; 132—Marguerite H. Callahan, Traffic, Room 416, Champlain & W. 3rd St., Cleveland, O.; 133—Florence M. Bitner, Traffic, Room 651, Bourse Bldg., Philadelphia; 134—E. L. Campbell, Plant, Room 510, 183 Fifth St., Milwaukee, Wis.; 135—R. B. Eubanka, Plant, Box 295, Key West, Fla.

ALL BRANCH OFFICES FILLED

ALTHOUGH the Constitution of the Association of Employees states that branches shall hold their regular annual meetings for the election of officers, delegates and committeemen between December 1 and 15, the reorganization of existing units and the formation of new ones, as well as other reasons, this year delayed the completion of the elections until February. All branch election returns which have not previously been published are given below.

Branch 5, District Plant, Hartford, Conn. Pres., G. J. Martin; V.-Pres., E. J. Johnson; Sec'y-Treas., A. G. Blumenstock; Delegates, E. J. Johnson, J. Sims.

Branch 21, District Traffic, Louisville, Ky. Pres., Miss Ruth Spire; V.-Pres., Miss Mary White; Sec'y-Treas., Miss Alma Shehan; Delegates, Miss Alma Shehan, Miss Anna Gray, Miss Mary White.

Branch 22, District Plant, Boston, Mass. Pres., C. J. C. Johansen; V.-Pres., R. J. Travers; Sec'y-Treas., E. H. Tappan; Delegates, R. J. Travers, W. O. Currier, W. J. Sheridan.

Branch 25, District Plant, New Haven, Conn. Pres., H. S. Bennett; V.-Pres., A. E. Holman; Sec'y, W. F. Maher; Treas., E. M. Black; Delegates, H. S. Bennett, H. Brown.

Branch 29, District Traffic, Indianapolis, Ind. Pres., Miss Golda Warren; V.-Pres., Miss Lena McLain; Sec'y-Treas., Miss Maybelle McLaughlin; Delegates, Miss Golda Warren, Miss Christine Carden.

Branch 30, District Traffic, Evansville, Ind. Pres., Miss Minnie Cook; V.-Pres., Miss Marie Flagler; Sec'y-Treas., Miss Mayme Cook; Delegates, Miss Sue Conrad, Miss Marie Rickert.

Branch 35, District Traffic, Montgomery, Ala. Pres., Miss Edna Pugh; V.-Pres., Miss Hattie Gardner; Sec'y-Treas., Miss Bernice Johnson; Delegates, Miss Edna Pugh, Miss Mary O'Connor.

Branch 42, District Traffic, Boston, Mass. Pres., Miss Bessie Devlin; V.-Pres., Miss Florence Mac-Donald; Sec'y-Treas., Miss Zita Hesenius; Delegates, Miss Marie E. McKernan, Miss Helen J. Koen, Miss Florence MacDonald, Miss Bessie Devlin.

Branch 43, District Traffic, Memphis, Tenn. Prea, Miss Louise Rinehardt; V.-Pres., Miss Zanie Wing; Sec'y, Miss Rubye Saylor; Treas., Miss Julia Doyle; Delegates, Miss Julia Doyle, Miss Lucile Dorman, Miss Zanie Wing.

Branch 53, District Traffic, Maumee, O. Pres., Miss Ellen M. Harrington; V.-Pres., Miss Lucy McCutehan; Sec'y-Treas., Miss Rose M. White; Delegate, Miss Ellen M. Harrington.

Branch 54, District Traffic, Kansas City, Mo. Pres., Miss Helen Billow; V.-Pres., Miss Edna Weaver; Sec'y, Miss Fern Mark; Treas., Miss Florence Holmberg; Delegates, Miss Helen Billow, Mrs. Louise Boynton.

Branch 59, District Traffic, Davenport, Ia. Pres., Mrs. Gladys Slack; V.-Pres., Miss Elsie Christensen; Sec'y-Treas., Miss Sophia Lehmbeck; Delegates, Miss Pearl Brimm, Miss Sophia Lehmbeck.

Branch 70, District Traffic, Phoneton, O. Pres., Miss Arminta Detrick; V.-Pres., Miss Dolores Staup; Sec'y-Treas., Miss Ruth Leopard; Delegates, Miss Ethel Ruby, Miss Vivian Dichl.

Branch 72, District Traffic, West Palm Beach, Fla. Pres., Mrs. Eula Mae Dicks; V.-Pres., Miss Eva Mae Swaverly; Sec'y-Treas., Mrs. Lena R. Siebert; Delegate, Mrs. Lena R. Siebert.

Branch 77, Division Plant, Atlanta, Ga. Pres., F. C. Giles; V.-Pres., I. G. Carter; Sec'y-Treas., G. A. Richardson; Delegates, G. A. Richardson, F. C. Giles.

Branch 83, Division Plant, Atlanta, Ga. Pres., C. Martin; V.-Pres., W. E. Bybee; Sec'y-Treas., H. J. Heard; Delegates, H. J. Heard, E. Jackson.

Branch 85, District Traffic, Milwaukee, Wis. Pres., Miss Ella R. Dressler; V.-Pres., Miss Leoba A. Gerlach; Sec'y-Treas., Miss Hazel L. Burmaster; Delegates, Miss Terry F. Hettrick, Miss Rose V. Bodamer.

Branch 97, District Traffic, New York. Pres., Miss Gladys H. Powers; V.-Pres., Miss Mary Williams; Sec'y-Treas., Miss Ellen McInerney; Delegates, Miss Gladys H. Powers, Miss Mary Moran, Miss Tessie Duffy, Miss Loretta Sheridan, Miss Grace Burke.

Branch 101, District Traffic, Cuyahoga Falls, O. Pres., Mrs. Hazel B. Lyle; V.-Pres., Miss Laura M. Spindler; Sec'y-Treas., Miss Beulah C. Cressinger; Delegates, Mrs. Hazel B. Lyle, Miss Sadie Shaffer.

Branch 112, Legal, New York. Pres., E. F. Krause; V.-Pres., A. Falcier; Sec'y-Treas., Miss Irene G. Boyle; Delegate, A. Falcier.

Branch 114, District Traffic, Beaverdam, O. Pres., Mrs. Helen M. Herron; V.-Pres., Mrs. Fairy G. Arnold; Sec'y-Treas., Miss Olive G. Holmes; Delegate, Miss Dorothea B. Miller.

Branch 116, District Traffic, Joplin, Mo. Pres., Miss Maxine Broderick; V.-Pres., Mrs. Bess Alex-

ander; Sec'y-Treas., Miss Hattie Winton; Delegates, Miss Maxine Broderick, Miss Annette Cowen.

Branch 120, Division Plant, Chicago. Pres., F. Hughes; V.-Pres., T. Long; Sec'y-Treas., H. M. Snyder; Delegates, F. Hughes, F. Webster.

Branch 124, District Traffic, Georgetown, Ky. Pres., Mrs. Louise Puckett; V.-Pres., Mrs. Catherine McLaughlin; Sec'y-Treas., Miss Rosamund Medley; Delegate, Miss Winona Estes.

Branch 125, Division Plant, Chicago. Pres., C. F. Covert; V.-Pres., H. G. Bourne; Sec'y-Treas., J. H. MacLeod; Delegates, W. H. Grimes, F. M. Jozwick.

Branch 133, Division Traffic, Philadelphia. Pres., Miss Ethel R. Borton; V.-Pres., Miss Bess Burns; Sec'y-Treas., Miss Katharine D. Brennan; Delegates, Miss Florence Bittner, Miss Ethel R. Borton.

LONG LINES DEPARTMENT

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One of the 250,000 who provide Bell Service

At Your Service

IMAGINE a bird's-eye view of the United States. Imagine it criss-crossed with telephone wires or underground cables connecting every city, town and hamlet. Imagine these wires reaching nearly 14,000,000 destinations—in city homes and offices and in 2,500,000 farmhouses.

Imagine all this and your vision is still short of the truth regarding the Bell System. A telephone at your elbow, a wire circuit to your farthest neighbor. Apparatus which embodies the latest developments of an army of trained scientists. The picture is still incomplete.

In every center of population is

a telephone exchange and an organization of skilled workers to give life to the nation-wide facilities of communication. Every circuit must be tested; every inch of wire watched and kept in repair; every switch-board operated day and night.

But that is not all. There is the new construction to meet the increasing needs of the telephone-using public. Every day, from one end of the country to the other, thousands of crews of linemen and cablemen, and installers of every kind of telephone equipment, carry on this work with the continued growth of the nation.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service



Weather: cloudy but clearing

ONG INES

APRIL, 1922

Expressing a Doubt

IN addition to his magazine work, Gordon Grant does paint a lot of marines. And from them, by way of a hobby, he does make a bunch of the most interesting ship models you ever laid eyes on. He does draw with amazing speed. But when he intimates, as in the sketch below, that his cover pictures are merely by-products of his recreation—why, then we must register doubt. Such girls aren't just dashed off.

But he may, after all, be telling the literal truth when he insists, "You haven't given your cover picture the right caption; it should be called 'He Who Gets of Slapped."



As Mr. Grant says he turns out cover designs

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO. IO

T. T. COOK, EDITOR

APRIL, 1922

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . . H. B. THAYER

THREE THOUGHTS

UR sales are showing an increase." "We have cut our selling costs." "We are turning up business in territory that was supposed to be barren."

How are they doing it? Almost any commercial man in the telephone industry can turn to his files and show you the explanation in enthusiastic testimonials. For here and there all over the country business men are getting results by the aid of a little black instrument and a few, or many, miles of shiny copper wires connecting it with another little black instrument. They're doing it because the word has gone forth, "If you can't sell, economize; and if you can't economize, sell!"

Are they all doing it? No. Some have never learned how. Others learned, but have forgotten. And that's where we come in. If you are really interested, take time to read the piece on our back cover; it is very pertinent.

"I wish," said one of our keenest, kindest critics, "we could have one solid, meaty article in every issue of the magazine. Something authoritative and informative. Something you could put your teeth into and get real nourishment from."

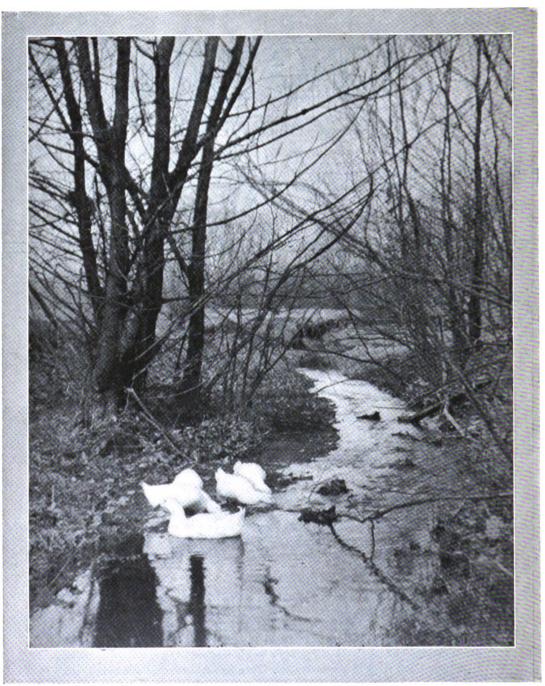
Whereupon, with a sincere "Amen," we delved into the left-hand upper drawer and with much gratification laid before the gentleman a proof of "Our Outfit," the leading article in this issue.

Far be it from us to join the professional pollyanna's, but Hugh Fullerton's story about a friend who learned the art of looking cheerful is at least interesting.

This friend was a frightful grouch, both in and out of business. People either feared or hated him. They wondered how his wife and children stood it. His few friends excused him on the theory that he was ill—nerves or dyspepsia or something.

Fullerton lost track of him for a time. Then he bobbed up again; a new, healthy-looking man, a man who smiled and looked prosperous. When Fullerton remarked upon his good spirits, attributing them to improved health, the man laughed and said: "You've got it backward. My health is due to the fact that I woke up in time and quit grouching. Just made myself look and act cheerful."

Maybe there is something in this smile theory. Wonder if April, month of spring fever and early garden greens, might not be a good time to try it out.



PHOTOGRAPH BY E. J. WEHRLEY NEW YORK COMMERCIAL

'THE year's at the spring, And day's at the morn; Morning's at seven, The billside's dew pearled; The lark's on the wing, The snail's on the thorn; God's in His Heaven— All's right with the world."

OUR OUTFIT

What the Long Lines Department Is, and Why, and How It Fits into the Bell System. One of Four Brief Addresses Made by Bell Executives at the New York Telephone Society's Meeting of March 8th

By F. A. Stevenson, Director

N order to get clearly in our minds the functions of the Long Lines Department and its place in the Bell System, with particular reference to its relations with the local operating units, it is essential to differentiate clearly between the Long Lines Department and the American Telephone and Telegraph Company. For the Long Lines is a distinctive company in its organization and in its operation and has, not only with the American Company and the Western Electric Company, but with the other associated companies, exactly the same relations as any of the operating units classed as the associated companies.

Just what are the rights, the obligations and the limitations of the Long Lines? How does it acquire them? And what is its place in the Bell System? The Long Lines acquires its rights, obligations and limitations exactly the same as the other operating units or associated companies, namely, through the medium of the licenses issued by the American Bell, in which are defined not only the rights and obligations, but the relations, and under certain conditions the basis of compensation between the operating units.

Now where do these obligations and rights parallel; and where are they different? In the first place, for the local operating unit there is a defined territory; the territory of the Long Lines covers the territory of the Bell System. The service to be furnished by the local operating unit is entirely within a specified territory. The service to be furnished by the Long Lines is between these specified territories.

In briefer telephone terms, the local operating unit furnishes the exchange and local toll service. The Long Lines furnishes the so-called long distance service. In each case each operating unit, in general, furnishes the plant and services

necessary to provide adequately for that portion of the service assigned to it, supplementing its individual plant and services by joint plant and services where desirable for the proper conduct of the business, in order to furnish the best service to the public in a manner most economical to the Bell System as a whole.

In the development of its business, the Long Lines supplies the plant for the through service within the territories of the different associated companies, but such plant is used only for the long distance business.

Under the license agreement provisions are made for either company to call on the other for joint use of plant, subject always to its individual requirements; to perform certain types of services one for the other; and where such privileges are exercised to provide for the basis of compensation for such use of plant or services.

To return for a moment to the underlying thought that the Long Lines is a separate organization from the American Telephone and Telegraph Company, its organization set-up carries this out, for it is organized and officered separately from the American Telephone and Telegraph Company exactly the same as any one of the associated companies; its only variation being that the title of its executive is that of Director instead of President, the functions of the office, however, being exactly the same.

The organization of the Long Lines, owing to its somewhat peculiar type of business, is set up on a strictly functional basis, so that the functions do not come together until the office of the Director. Reporting to the Director are the various departments headed by the

General Commercial Manager General Plant Manager General Traffic Manager Engineer Auditor Legal Department Benefit Department Treasurer Personnel Representative Editor of *Long Lines*

Each of these departments has its own headquarters organization, and throughout the field each organization, according to its particular requirements, is divided into divisions, and in turn into districts.

From the nature of its work, the main field organizations are those of the Plant and Traffic Departments. The field organizations of the Plant and Traffic in their divisional arrangements are such that while a division may cover the territory of more than one of the associated companies, no one associated company is obliged to deal with more than a single divisional organization of the Long Lines. In general, the organization of the Long Lines follows the same functional division as between the functions of other associated companies. The type of through service and economical methods for handling the same necessitate a different proportion of supervisory organization in the Long Lines than is common in most of the associated companies.

As to the plant of the Long Lines, beginning with the year 1885, when the then American Telephone and Telegraph Company acquired from the American Bell an experimental circuit from New York to Boston, the Long Lines Department, starting with the construction of the line between New York and Philadelphia, has continuously built its plant and extended it throughout the United States, until today its service is the connecting link between all of the associated companies comprising the Bell System, extending the service to Canada and to Cuba; and it is handling the business between territories as defined under the license agreements, although the associated companies today are in many cases rearrangements of the original licensed territories.

The Long Lines now has a plant consisting of some 28,000 miles of pole line and underground, and approximately 1,500,000

miles of wire. With but two or three exceptions it has the largest plant investment of any of the associated companies of the Bell System.

In carrying out its part of the Bell System, the Long Lines has established its own operating organizations, including traffic and maintenance forces at certain points; the selection of these points being governed by their importance as controlling points for the through service. The reason for this seems obvious, in that the Long Lines Department is responsible for the through service, and in order to carry out its responsibility must have adequate control through direct operation.

When we consider that that responsibility goes as far as the subscriber in Boston to the subscriber in San Francisco, for example, it seems evident that this responsibility cannot be subdivided and that, to effectively exercise this responsibility, direct operation and direct furnishing and control of plant must be involved; or, to put it in other terms, a through call of the Boston-San Francisco type cannot be regarded as a package business which permits the handling of the business in separate and distinct sections, each section being relieved of its responsibility when it has delivered the package in good condition to the next section.

Outside of its own directly operated offices at these controlling points, the Long Lines, for the operation of the business assigned to it, makes arrangements with the other operating units to perform for it certain portions of its functions, in order to carry out the most economical operation of the service; and in some cases the Long Lines Department performs some of the functions assigned to the local operating units for exactly the same reasons.

This arrangement of the directly operated Long Lines offices and of the assignment of different portions of the work to the associated companies is entirely consistent with the best practices of the Bell System. It is perfectly practicable to organize any one function of an associated company to perform any one of the functions assigned to the Long Lines Department. I think it would be equally true that any part of the Long Lines could be so organized as to perform any one of the functions assigned to the local operating unit, just as within our own organizations the Plant or Traffic or any other department could be organ-

ized to perform the functions of the other; but our experience has shown us that that is not the preferable way to handle the business.

The general outline of the business from the days of beginning, and our subsequent experience, have in-



dicated the strength of the organization and the desirability of separating the different functions, so that I am convinced, given our experience in the past and our view of the future, that irrespective of any other conditions, the operating organizations to carry out the work of the Bell System would be divided practically as they are today.

Given that the assignment of the functions to the different operating units is a proper one, we are brought directly to

the question of the necessity for the closest co-operation between all of these functions, for no single one of them can perform all of the functions required in giving the proper service to the public. Each one must perform its own par-ticular part of the service, and each one must most thoroughly co-operate with the other parts. The further educa-

tion and more extended knowledge that each portion has of the work of the other, the more effectively the work can be performed and the more economically to the System as a whole, giving a better grade of service to the public.

We are often impressed with the cooperation of the operating organizations in such spectacular events as the opening of the transcontinental line, or the service given on an occasion like Armistice Day, and we are very often apt to forget that the service in the handling of an individual message requires exactly the same cooperation between all of the functions of the Bell System, particularly between the functions and the personnel of the Long

Lines and of the local operating units.

While the main business of the Long Lines is the message traffic, in connection with the handling of this traffic, due to the developments on the part of the engineers of the Bell System, the same facilities are utilized for special contract service, both telephone and Morse. In the majority of cases service of this type is service going between the territories of several associated companies.

In general, this outlines very briefly the

position of the Long Lines in the Bell System, and its relation to the local operating units, and what I wish particularly to emphasize is the necessity, for the proper service of the Bell System, of

> The recognition of the function assigned to each one of the operating organizations; and The necessity of the closest cooperation between the operating organizations.

For example, in a call between, say, a

WHEN we appreciate thoroughly

relations of operating organizations one

to the other, when we get further knowledge of the work of the other fellow, we are then started in the direc-tion of furnishing better service to the

public, more economically to the Bell

System, and are reaching further toward the high standard of service of

the Bell System which we are all so

desirous of obtaining.

our responsibilities and the

volved in the plant

and services in the Walker Street building and in the plant between New York and Buffalo to the Long Lines operating room at Buffalo, located in the building of the New York Company. From that point to the subscriber in Buffalo, the New York Company as the local operating unit is again directly interested. The Long Lines is responsible to the customer for the service, station to station.

Adequate service cannot be given to the customer without the very closest co-operation, not only between the forces of the two operating units, but also between the forces of the two operating units and the public desiring the service. Not only must we have the closest co-operation between the two operating units as a whole, but this can be accomplished only by the closest co-operation between the various functions of the operating units themselves and between the operating functions of the two operating units. This can be brought about only by the proper personal relations and proper understanding of each part of the job between the Plant and Traffic and other departments of each one of the operating units.

We cannot accept a proposition that our

subscriber in New York City and Buffalo, both within the State of New York, the local operating unit is directly involved in that portion of the call which carries it, both in plant and operating services, from the subscriber's station to the long distance operating room in the Walker Street building. The Long Lines is directly inresponsibility ends with one particular part of the job. We must treat the job as a whole. The service to the customer must be irrespective of the Company functions, the different operating units or the different types of the plant involved. To accomplish this, we must get further acquaintance between the personnel, further appreciation of the varying types of work, and further knowledge of how in these different parts of the work one fits into the other.

In the consideration of the relations between the different parts of the Bell System, it is essential to keep in mind that no unit can complete the work of the Bell System without the assistance and cooperation of all the other units; that the work of one must supplement the work of all the others; that the interests of all are mutual; that the efforts of all are directed to the common purpose of service to the public; that the closer the relations and the more intimate the co-operation between all of the units, to which are assigned different

functions, the nearer the approach can be made to the ideal of the best service to the public, furnished in the most economical manner.

Following the history and relations as briefly outlined, it will be seen that of necessity, from the earliest days of the telephone business, there has been a constant evolution following the development and extension of the scope of the telephone business in making uniform construction, equipment, methods and practices throughout the Bell System essential to provide universal service.

When we appreciate thoroughly our responsibilities and the relations of operating organizations one to the other, when we get further knowledge of the work of the other fellow, we are then started in the direction of furnishing better service to the public, more economically to the Bell System, and are reaching further toward the high standard of service of the Bell System which we are all so desirous of obtaining.

The Periwinkle Blues

SHE thought she was Ancient, this Supervisor. Ancient enough, at any Rate, to feel rather more keenly than Youth the Romantic Urge of Springtime. And so her Fever rose when the Chief Operator gave her a Saturday Afternoon Off.

Magnificently released from Care, Ballet Russe feet twinkling in Cantilever shoes, our Heroine followed the Lure of the Spring Opening. If we may so say, it was about Time she contracted for a Change in Upholstery. Her Winter Coat with the Meow Meow collar supplied more than necessary Warmth, and her Velvet Head Set looked like Last Night's Lettuce.

Scanning the Tout Ensemble of the Crowd welded together before a window of Periwinkle Blue, she noticed that most of them, even as You and I, had lost the Bloom of Youth, and had acquired Crows Feet and Flat Feet looking for It.

With One Impulse, the Crowd tracked the Periwinkle Blue to its Lair. And lo! our Supervisor led the Crowd.

After quite an Interval, during which it was necessary to Lasso a Saleslady, a rejuvenated Heroine detached herself from the Periwinkle Blue Crabs, Serpents and Octopussies, triumphantly squeezing under a short arm a box of Dazzling Blue Suit.

At this moment she ran into a Flapper from her Own Family, judiciously and disdainfully Inspecting the Fatal Blues. Disdain gave place to Suspicion at sight of the Box.

Thereupon ensued Article 77 of the Series "Lectures of a Flapper to an Older Sister." Poor Old Sis was impressed with her (1) Age, (2) Lack of the Common or Flapper variety of Sense, (3) Withered Countenance, (4) Absolute Imbecility.

Thoroughly Deflated, the Relic meekly followed the Flapper Homeward. And under her arm she carried a Periwinkle Blue White Elephant.—Jerry Bell, Omaha Traffic.





Speaking of Go-Getters

Here Are Several Instances in Which Our Operators Went After Difficult Business and Brought It In

R E you a go-getter
or a stay-putter? Do you
let business come to you or
do you go after it? These are
familiar questions nowadays.
They apply to us just as much as they do
to any other merchandising concern. We
sell service, 24 hours a day, seven days
a week. And we must go after our share
of business like salesmen in all lines of retail or wholesale trade.

For the operator, going after business consists in giving such a high grade of service that we succeed in filling satisfactorily the orders already in hand and attract future patronage by our efficient methods. For efficiency is something that we are hearing less of but seeing more of than formerly. In trying to give complete satisfaction on orders we have on file, however, our Traffic girls meet problems so difficult that the solution requires all the resources and ability they can muster. Some of the problems and the methods used to cope with them are presented in this article.

A young man came into the Buffalo operating room anxious to meet the chief operator for the purpose of bringing to her attention what he considered a first class job performed by a Buffalo operator.

"Several weeks ago, shortly after midnight," he said, "my father was taken seriously ill and specialists informed us that an immediate operation was the only possible means of saving his life. We would not give our consent without the approval of my brother-in-law, who is a prominent medical practitioner in Buffalo. At that time, however, he was in Boston and his exact address was unknown.

"Our first thought was the telephone. But would an operator make an effort to reach him without a definite address? We placed the call and after trying in vain all of the addresses we had furnished, the operator on her own initiative tried all the hotels and hospitals and in a very short time a 'Ready with Boston' report was received. We communicated with my brother-in-law and in less than two hours he was on his way to Buffalo.

"It has changed my opinion of the telephone girl. It has proved to me what she will do in an emergency. I realize that it was her unceasing effort, her sticktoitiveness and personal interest that brought about such remarkable results.

"My mother and I wish to meet her and entertain her in our home. We intend giving her a remembrance every Christmas and as long as we live we want her to be our friend.'

The Dash Company at Minneapolis placed a call for a man at Duluth. Several reports that he was out for a few minutes were received and finally at 1:15 p. m. we discovered that he was leaving for Minneapolis over the Soo line on the 1:30 train.

Calling the Duluth depot we received the most courteous attention from the man at the ticket office. He paged the man in the lobby and also on the train without success, but word was left to have the patron call Minneapolis if he could be located in the ten minutes before the train started. The call was tried again at 1:28, but the man we wanted was still missing. We received the information through the ticket office, however, that the train he was to take stopped at Superior for 30

The operator called Superior and left word to have him call from that city if he could be found. Sure enough, he reported some time later from the Superior station and the call was completed.

St. Louis was offered a call for a man located out in that part of Missouri which can aptly be called the sticks. The St. Louis operator gave the calling patron a report that the called person had no telephone listed and was unknown. Could he furnish any additional information regarding the man he wanted?

"Why sure," returned the St. Louis patron. "That man ran for mayor but

was defeated. He is also a dog catcher and was a deputy sheriff back in 1910.'

Sad to relate, the call was lost. correspondent suggests that the servant of the people had already dug in for the winter.

When a call was placed from a Toledo subscriber for a man in Detroit, our people were unable to locate him at the address given. The Toledo operator in questioning the Toledo patron for further information regarding him asked what business the

Detroit man was engaged in.

She was informed that the calling subscriber did not know. They had been in an automobile accident on the Dixie Highway, and the man had given him his name and the address called. The operator then asked if he could give the Detroit person's automobile license number, which he did. The Toledo supervisor referred this number to the chief of police at Detroit and obtained the man's name and correct address. The call was then completed.

A Minneapolis operator, passing a third or fourth report that the called person was out, and it was not known when he would return, received a reply in a gruff voice, "Cancel the call. The party that was calling has gone to Canada. Don't bother us.

The operator held the call and called later when the sought-for man returned. The calling patron was then ready to talk.

The youngest of our Tulsa, Okla., girls had a call the other evening for a man in Wichita Falls, Tex. The woman answering the telephone explained that the man was out and our operator asked her to have him call the Tulsa operator when he came in.

The woman said it would be impossible because they would all be in bed before

"Pin a note on his pillow," suggested the Long Lines girl. The man talked about 11:30 that night.

Good Trying—but a Total Loss

Fate took a hand in losing one order, when a guest at a St. Louis hotel, on an unanswered call for his wife, requested the operator to follow up the call, as it was important that he speak with his wife as soon as possible. The lady finally answered and an attempt was made to start the conversation. The St. Louis operator, however, soon gathered that the husband was in no condition to talk coherently, and diplomatically put the wife off.

The operator then called the bell captain of the hotel and advised him that she was ready with an important long distance call for the guest in room so-and-so, but the guest didn't appear able to talk. Would the bell captain help to get him in condition to speak? Sure he would!

Soon the bell captain reported, "Ma'm! That man in room 711 don't want to take nothin' to sober up on. The only thing he'll take is more licker."

The night chief operator stated, "Golly, that was a tough one to lose!"





Here's a good example of a class in the great school to which Mr. Richardson refers the gang of Foreman I.G. Carter, Atlanta

THE HIKER SCHOOL

By G. A. Richardson, Atlanta Plant

N the school room of life we find a section that we choose to call the school of the Hikers (better known to most of us as gang employees). Many members of this organization of ours have at some time during their association with us been enrolled in this school. Some are graduate Hikers and have climbed the ladder, while others of us are still working our way up.

In the hurry and bustle of the present day most of us have not had time to stop and think just what the Hiker means to our organization. We fail to realize that this school forms the very foundation of our vast System, and that the training received there is something to be very proud of.

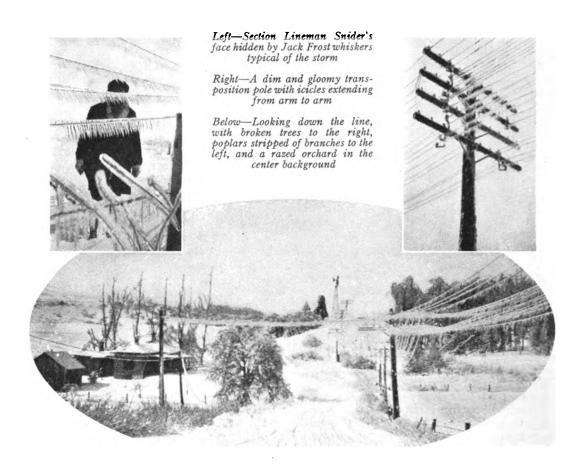
It makes men out of us and teaches us the ways and means of using the theories which we labored over in the golden school days. The hardships and privations which are part of the curriculum only increase the willingness to obey orders and the ability to meet all emergencies which arise. The value of such work was emphasized more during the world war than at any period during the history of the telephone. The Hiker who had been taught in his school the first requirements of a soldier, felt that he could cope with almost any situation, as a result of which we found the Signal

Corps to be one of the best organized bodies in the army. The results it achieved speak for themselves.

The college graduate enters our service well prepared for the work he has undertaken. But in order that he may be better fitted and that he may have a wider knowledge of the work that is to be done, he is enrolled among the Hikers and given a rather stiff course in the-books-under-thedesk. In this way the school becomes a reservoir for new ideas, theories become facts and we leap forward with great strides of development.

Can those who have graduated from the school of the Hikers afford to forget the lessons learned from the-books-under-the-desk? Can they afford to forget the standards which they once helped to establish? The very fact that there is a feeling of co-operation and partnership between the management and the Hikers of our organization proves that this not only isn't done, but cannot be done. This feeling has developed into what we call the Association of Employees.

The spirit of co-operation had its origin in the school of the Hikers and is written in large letters on the first page of the-books - under - the - desk. Graduates constantly make use of the knowledge gained in these lessons. Long live the Hikers!



WISCONSIN'S BIG STORM

How Washington's Birthday Was Celebrated in the Eastern and Central Parts of the State By R. E. Jones, Tomah Plant

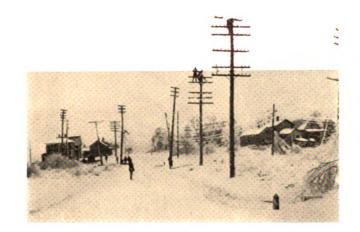
ASHINGTON'S Birthday proved to be far from a holiday this year at Tomah, Wisconsin. Wednesday morning, February 22, found us in the grip of the heaviest and most disastrous sleet storm ever experienced in this district.

At 6 a. m. all sections reported a half inch of ice on the wires, with sleeting and sticking. We were already short a number of circuits on all leads. At 7:15 a. m. our Chicago-Minneapolis line north and the La Crosse loop of the Chicago-Minneapolis line failed. Foremen Pearson's and Pegler's gangs were working near Reedsburg

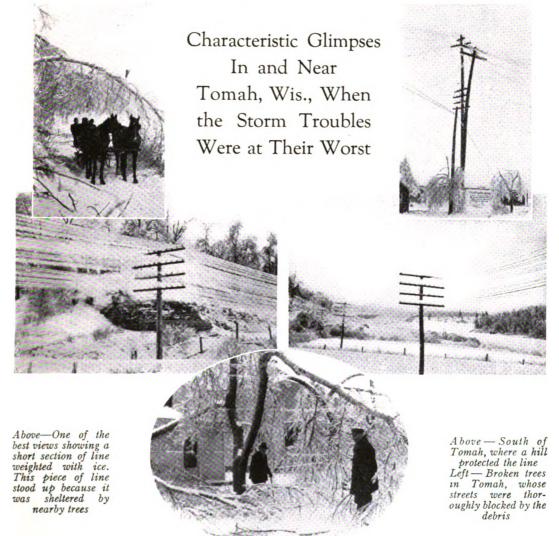
finishing up replacement of the Chicago-Minneapolis line between Tomah and Milton, and while talking to them and arranging to send them north to the break we lost the Chicago-Minneapolis line south. The trouble north measured Warrens, 12 miles from Tomah; south the trouble was scattered.

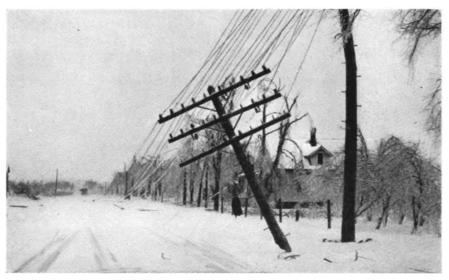
Getting hold of what linemen we could, and with the assistance of the office force, a start was made over the various sections out of Tomah to learn conditions. Equipment Attendant Schoot with two men drove north to report conditions to Minneapolis from the north end of the break and get conditions from Tomah north. By the time

Below — Birch tree bent so that its top touched the ground and formed an arch over the road. Many of the trees were broken and the linemen had to cut their way through



Left — Going after the tangles with the wires heavy with ice Below—An "H" fixture a short distance from these poles was all that was left of the Tomah-Ashland line





Pole 10,799, first pole of the break on the Chicago-Minneapolis line north

he reached the original break the whole line excepting 14 poles had gone down, Tomah and Warrens.

Louis Storkel, better known as "Phantom Bracket," hero of the Black River Falls river span, started out with his team for conditions on the La Crosse loop.

Hugh Borchers, section lineman from Merrimac, performed a remarkable feat by covering the line from Baraboo to Mauston, a distance of about 40 miles, between daylight and dark through the roughest country in the district and where the sleet damage was the greatest. Much of the line had to be covered on foot, as it is away from the road in a great many places. He covered with a car as far as he could get through, then made his way on foot. Borchers found 759 broken poles in this section.

Borchers's report was sent to Tomah by Section Lineman Snider, who met him at Mauston after covering from Tomah. Also a copy was mailed from Mauston to Chicago with a full report of conditions, Baraboo to Mauston.

Repeater Man Rosa started out at 8 a.m. to cover the Tomah-Ashland line. No road follows this line and it was necessary for him to walk. All the roads and ditches were filled with water by this time; and although he went well equipped, he failed to take along a life preserver and his return was doubtful.

Edward Horgan, section lineman at Marshfield, was ordered to take the train to Babcock on the Tomah-Ashland line and cover south until he met Rosa. No report was received from Horgan or Rosa until the third day, when Rosa returned looking like some of the trees in this district, all bent over and covered with ice and snow, having been in water up to his waist most of the time.

Section Lineman Snider and two men covered the south line of the Chicago-Minneapolis line and other linemen were ordered to cover farther south and report conditions.

Owing to the fact that the poles were still breaking, it was necessary to have these sections covered several times before we could get reliable information regarding the extent of the damage done.

Ed. Cowan, farmer, living south of Mauston on the Chicago-Minneapolis line, was on the job early and although cut off from all outside points started out for conditions in his locality and mailed us a report from Mauston asking for instructions. Mr. Cowan is an old A. T. and T. Company lineman, and has been a handy man for us for testing. Several farmers drove into Tomah giving us what reports they could and helping every way possible.

By five o'clock all wires were coated with an inch of solid ice with icicles eight inches long on them. The wind increased to 25 miles an hour, making the wires jump badly. All Western Union and railroad wires were down and all power lines in Tomah were breaking.

About 10 p. m. a light snow started to fall and the wind died down, and by morn-

ing there was three inches of snow on the ground. Trees were cracking and the streets were about blocked. All power lines were down and local telephone lines out.

Foreman Rose's gang was the first on the scene, arriving in Tomah Thursday morning, February 23, at 6:30 a.m., and immediately starting out on the Chicago-Minneapolis line north with instructions to make the eights good, one to six. During the day other gangs began to arrive, and under direction of General Foreman Pat. Wise, who was in charge of the break, were distributed over the storm area to make the top arm good.

At 8 a. m. March 2, 1-6 and all the eights were O. K. to Chicago, making six wires O. K., Chicago to Minneapolis.

On March 2, ten days after the beginning of the storm, the trees and wires were still covered with ice and branches of the trees still drooped to the ground. Light and power had been restored in most sections of the city and the streets were being cleaned up as rapidly as possible.

As near as can be figured on March 3, from reports so far received from the storm area, approximately 1,800 poles were broken on the Chicago-Minneapolis line, 510 poles on the La Crosse loop of the Chicago-Minneapolis line and 315 poles on the Tomah-Ashland line, a total of 2,600 poles. This number covers the Chicago-Minneapolis line from poles 6872 to 11160, the Tomah-Ashland line from pole 8 to 640 and the La Crosse loop, pole 22 to 1564.

Additional reports of the Wisconsin storm break received from the Minneapolis

district headquarters are as follows:

The storm was farther north than usual, skipping Illinois entirely and doing most of its damage in a belt extending from Appleton to Milwaukee in eastern Wisconsin, from Stevens Point to Madison in central Wisconsin, and from Northfield to the Iowa state line in southern Minnesota.

The ice formation on the wires was unusual, building up on top of the wires to a thickness of as much as two inches with regularly spaced icicles formed below the wires to a length of one foot in places, but averaging six to eight inches.

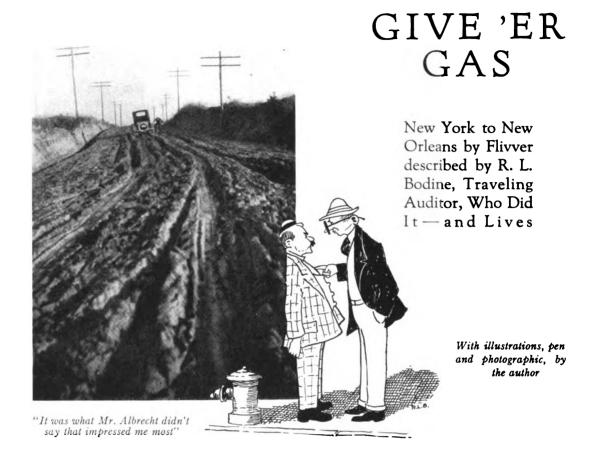
The downpour of rain was so great that the water overflowed the curbs in the streets and the creeks rose five or six feet. The railroad from Tomah to Wisconsin Rapids suspended operations because there was a solid mass of ice between and overflowing the rails. North of the sleet area a corresponding amount of snow fell, which formed drifts blocking all the railroads and causing several wrecks and collisions. The roads along our lines were impassable except on snow-shoes.

Lightning was violent, causing the destruction of a grain elevator in Minneapolis. At Tomah the connecting telephone company had only 15 telephones in service after the storm and the light company was forced to suspend operations.

Equipment Attendant Edward Schoot, assisted by some of our other men, rebuilt the light line between the power plant and the office in order that we might secure power for operating our office. The repeater attendants and equipment men all pitched in and did fine work wherever their services were required.



Wreckage of the La Crosse loop on Hollister Ave., Tomah



FTER all is said and done, what does a little jaunt by Ford from New York to New Orleans amount to anyway, provided you return home with your mind and body intact?

When it was decided that field work was to be tried out by flivver, I suddenly realized I knew only that an automobile had four wheels, a fifth one for steering purposes and that water and gasoline were two essentials for getting there and back. What was under the hood meant nothing to me, and after I started south this fault asserted itself every few hours for the next 60 days.

The morning I left my dugout in East Orange, N. J., I nosed Mr. Flivver across my native state to the Delaware River without excitement of any kind and crossed the river from Lambertville to New Hope, Pa. That night I camped in the back yard of the Newtown Square Test Station where I made an early call in the morning, then passed on to Wilmington, Del., Baltimore,

Md., and finally Washington, D. C. Up to this time I found fine hard-surfaced roads.

My first sickening thud came when I confided the details of my trip to Mr. Albrecht, District Plant Superintendent at Washington. If any man should know every bump, crack or crevice in the road south of Washington, Albrecht is the man. It wasn't what he said that was impressive, it was what he didn't say. The look he gave me with the luxury tax removed conveyed precisely that which came true even sooner than expected.

During the European misunderstanding, the United States built a fine road south of Washington through Virginia, which I followed as far as Dumfries. From there it was necessary to cross rural Virginia to Manassas and on to Remington, Va., where I took shelter for the night. This trip across Virginia was my first experience over rough stuff and I thought of Mr. Albrecht in six different ways.

The next morning, with the assistance of

Willie Crews, Section Lineman at Remington, I inspected all nuts, washers and bolts and finding only about a dozen loose or missing, started on my way to look up Lynchburg, which from latest reports was somewhere southwest on the Southern Railway. A heavy dew had turned the road into a sea of slush. At times the running board nearly rested on the mud the color of an uncooked steak.

Arriving at Charlottesville, Va., at noon, I learned that by excessive hustling Lynchburg could be reached that night. In the absence of any direct road to Lynchburg, I wandered all afternoon over the mountains and saw few people. Those I did encounter had their sense of direction warped and bent into grotesque shapes.

A woman came out of one shack, likewise the rest of the family, and in response to my inquiry pointed down the road with something like this: "Go two miles to the second cross-roads, turn right of a big cedar tree, straight ahead for four miles, then turn left at a saw mill, and bear left." Before I started I was lost.

In the absence of guide posts at cross-roads and no houses close by to make inquiry, it was an easy matter to go astray. Driving through the mountains of Virginia one has to ford many creeks, and bridges are not in evidence save some hastily constructed contrivances which enable natives to reach the post-office without the aid of rubber boots. After roaming over all the by-paths night overtook me. It was after 7 o'clock, quite dark, and I did not meet a living soul as I drove aimlessly about.

There was only one thing to do and that was to keep going. All I could see by my lights were passing trees and a path slowly

disappearing under the car. All sorts of stories about a man with a white collar on in the Virginia hills came back to me.

On and on I went, turning here and there, passing deserted shacks or stock sheds; and about eight o'clock

I saw a lighted window ahead and prayed I had gas enough to reach it. In response to my knock, a man appeared and gave me the most lucid information I had received during the day. After two miles more through the dark woods in darkness, I came to the little town of Clifford, Va., and from there to Lynchburg had 28 miles of hard stone road and, thereafter, a very late supper. Before I hit the alfalfa that night a strong resolution was indelibly recorded on my dome of thought: never again to penetrate strange places after dark.

From Lynchburg to Danville the road is fairly good—in spots; likewise on to Greensboro, N. C. I pulled into Danville late Saturday afternoon and parked the car in a nearby garage for the night. Sunday morning, on going to the garage, I found the place closed for the day by city ordinance. But a few timely words over the telephone enabled me to back out of a side door and amble on my way.

Upon reaching Greensboro, N. C., at noon, I found the odor of reform penetrating the air there also and the local what-you-call-'ems gleefully pondering over the traveler's discomforture, especially if he happened to be in need of repairs.

After checking the Charlotte office, I went down to Chester, S. C., for the night to see Section Lineman J. T. Saxon. The bungalow section where Saxon lives is far removed from the hotel, but after a little foot work I arrived at his home. The light in the hall gave me some encouragement, but I soon discovered nobody was at home.

I decided to wait. For a while I would sit on Saxon's porch, then pace up and down like a hungry specimen in the zoo; then some more sitting, then some pacing. At the end

of an hour or so a neighbor of Saxon's, who had observed my actions, evidently called up police headquarters. When the chief of police drove up and the informer piled out of his house, closely followed by an army of male warriors, for



"A narrow road, mud six to eight inches deep, and no one to holler 'Shine'"

the first time in my life I realized my standing in society. I heard it said that I was a rough looking nut prowling up and down and that everything I did was of a suspicious nature. I realized if caught leaning against some other fellow's house it meant jail.

As the chief drove by, I hailed him and asked him if he was looking for an alleged burglar. I told him that I had overheard the conversation. I fancy my sudden attack gave him the biggest surprise he ever had. However, after 30 minutes of grilling, giving age, weight, height, color of hair, where born and other details, I was

elevations are very high in places, probably 70 or 80 feet in the air, and so narrow that two vehicles can scarcely pass.

A high wind was blowing when I came out of one of the cuts and observed a horse-drawn rig ahead of me going in my direction. The driver pulled dangerously close to the right edge for me to pass, but vigorous tooting of my horn attracted his attention and I bade him go ahead as I would pass him in the next cut a third of a mile beyond. Steering was difficult and on either side of me were two deep valleys. The tops of the trees were 'way



"Crude footbridges enabled the natives to reach the post-office without fording the creek."

allowed to proceed with my doleful job of waiting alone in the dark.

Upon leaving Spartansburg, S. C., I turned north through the mountains to Asheville, N. C., a beautiful drive but a dangerous one, as in parts of the South no effort is made to protect travelers from running off the road at high places. If a driver should lose control of his car he would take a nose dive into eternity with his ticket reading only one way.

Turning south again and crossing the mountains into Georgia, the road paralleling the Southern Railway, I struck a rough route, to say the least. Part of it is an abandoned right-of-way of the railway made over by the State Highway Commission. You go through a series of cuts and elevations which would make even an experienced driver hold his breath. These

beneath me and I felt, crossing that lofty perch, like a mouse trying to navigate a taut clothes line.

From Toccoa, Ga., to Lawrenceville the road was simply awful, with mud a foot deep. Some places it seemed impossible to get through. But I managed to get out of the ruts and holes and by various detours reached Lawrenceville. After I gave the hotel the once over, I bought more gas and headed the car full speed toward the Throne of the Invisible Empire, Atlanta, the city of the six K's: Ku Klux Klan and Ko Ko Kola.

Some interest was shown in Division 3 regarding my trip to New Orleans. Messrs. Dusenberry, Moriarty and Guyot didn't applaud my efforts very much and Mr. Lacy never uttered a gurgle regarding it. Perhaps he had a mild case of lockjaw.

APRIL. 1922 ONG INES



"She was rusty on her geography"

Upon leaving Atlanta, Mr. Keown, Division Motor Vehicle Inspector, accompanied me. We had a slight misunderstanding with the police department in a small burg a few miles out and after the argument subsided my purse wasn't so bulky. We were reminded of the incident a little later at the edge of

town by a huge sign which read: "Thank You, Call Again."

Trouble greeted me going from Montgomery, Ala., to Evergreen, Ala. There was a poor road most of the way and within eight miles of Evergreen the ball bearing on the Ford's generator broke and I pulled into town making a noise like a concrete mixer. The doctor at Evergreen performed an immediate operation and I passed on to Bay Minette where

I saw my first orange tree in action. The next day being Thanksgiving, I celebrated the event by eating dinner at Flomaton with one foot in Florida and the other in Alabama.

Mobile appeared next on my list. I had a various assortment of directions how to get there. There is no direct road into Mobile; one has to go to Fairhope on the east shore of Mobile Bay and cross by boat.

Arrived at Fairhope, I had a four-hour wait on the dock, which extends 1,000 feet out into the bay. A boy about 16 years old

driving a truck loaded with oranges came along with great speed, drove over a pile of lumber and hit my car a resounding whack. For a moment or two it looked as if the Company's buggy was consigned to the bottom of Mobile Bay, but fortunately no greater damage was done than a dented mud-guard.

After leaving Mobile on my way westward I came into a country that reminded me very much of the New Jersey meadows between Newark and Jersey City. Then my engine went dead. Just what happened to it I'll never know, but it surely was a mechanical corpse. It was getting late and there I stood out in this mosquito ranch watching and waiting for some guardian angel to happen along who possessed more brains than I did. Finally a big car hove to and towed me to Pascagoula, where I anchored in front of the Pal Hotel. The car was parked there until the next morning when I managed to get a man to make repairs.

Biloxi was very interesting for one night. The next morning found me on my way to Bay St. Louis. Between Mobile and Bay St. Louis there are many inlets, bayous and swamps, all of which are crossed either by bridges or small ferries. When I reached Bay St. Louis and found there was no boat in service I had to detour 25 miles, skirting the north shore of the bay. Half of this was very bad road, but the road from Kiln to Bay St. Louis, a

distance of 12 miles, was simply great.

There is only one way to drive into New Orleans by auto and that is via Baton Rouge, a 200-mile trip westward, so I decided to drive to Picayune, Miss., have some nuts and bolts replaced in the fliv., and go by train into the city.

The most serious part of the whole trip was on the way home, going north from Picayune to the Ohio River. Once, while crossing a crudely constructed for detour purposes, one of the many projecting tree stumps (Continued on page 46)



"Atlanta discussed my insanity"



T. D. Lockwood shortly after his first meeting with Mr. Vail

IN THE SPRING OF '79

A Reminiscence of How Two of the Earliest Series of Telephone Pioneers First Met. By One of Them, Thomas D. Lockwood, Consulting Patent Attorney (retired) A. T. and T. Company

T might not unreasonably be supposed, after the publication of Albert Bigelow Paine's book, "In One Man's Life," that there are not now any more incidents in the life of our late leader, Theodore N. Vail, of sufficient interest to be recorded.

Those of us who knew him intimately, or were closely associated with him throughout long periods in his life, know that such is not the case; and that we have but to look back into our own memories of such an association to recall many mutual episodes of interest in regard to which no one else has any knowledge.

Being one of the few remaining pioneers of the first series (back numbers, I think we are termed by the exponents of the living present), I am impelled to recount one such in which he and I only were concerned; and which, seeing that it has never before been made public, should now, I think, be told; for, as Browning would phrase it, How will it be when *none* can say, I saw?

Here, therefore, it is.

In the spring of 1879 there was already a goodly number of telephone exchanges, chiefly, of course, in the larger cities; but relatively speaking they were small and of slight importance.

The American District Telegraph Company of New York was, however, at that time a very considerable affair with many

district offices, and carried on an extensive messenger-supplying business, supplemented by many burglar alarm installations, and also was organized to perform to some extent police and fire protection work. Henry W. Pope was at that time its general superintendent. William E. Huntington, now of the New York Telephone Company, and I were officials, each having general charge of the district offices; but I had been detailed to conduct the electrical work of the company and had, in fact, become what later would be termed the electrical engineer.

The headquarters of the parent Bell Telephone Company had for some time been in New York, and Mr. Vail was its general manager. In March, 1879, that company was consolidated with another owning the patent rights in New England to constitute the National Bell Telephone Company, and headquarters were transferred to Boston. But Mr. Vail, who also was personally interested in the Bell Telephone Company of New York, continued to make frequent visits to that city.

On one of these periodic visits he met Mr. Pope, with whom he had formed some acquaintance, and asked him if he could suggest anyone of electrical skill who would like to accept employment with and become the electrical expert of the National Bell Company. Mr. Pope, as I subsequently learned, mentioned and recommended me.

The tenth district office of the American District Telegraph Company was on the street floor at the northwest corner of Broadway and Park Place. In this office all of its instruments for receiving calls and alarm signals, with switchboard appliances, were mounted on a shelf or counter arranged along the windows on the Broadway side, the idea in the early days of the company being that this was a good way to advertise the business.

Centering in and communicating with this tenth district office were many burglar alarm installations connected with warehouses, stores and banks. Every morning as the people so provided opened their respective places of business the burglar alarms operated, sending their alarm signals to the district office in exactly the same manner as they would during the night in the case of the forcible entry of a thief practising his profession, except that they were immediately followed by a prearranged and understood signal, manually transmitted from the messenger call box. This indicated to the district office that the store or bank had been entered by some duly authorized person.

About the middle of May, 1879, Mr. Pope, who thought that the apparatus might with advantage be transferred from the window shelf to a more private and less dusty part of the office, directed me to make the change. We agreed that as there was little business in that part of the

city after 6 p. m. the night was the time to do the work.

Accordingly I started on the job at 8 p. m. on the night selected and finished it completely, as I hoped I might, before 8 o'clock the following

morning.

Shortly after beginning my task I observed a man sitting in the public space of the office outside the counter, and supposed him to be someone who had an appointment to meet another person there, a thing of frequent happening. Progressing with the work, I did not again look in that direction for some hours; but about half-past eleven, having occasion to glance that way, I saw that the man, like the flag in the Star Spangled Banner, was still there.

By 1 a. m., seeing him still at his post, I conjectured him to be some unfortunate out-of-town visitor, who either had failed to find an hotel to

suit him or, finding one, had been appalled by New York prices and in either case had decided, having shelter and a chair, to sit out the night where he was. But it was likewise noticeable that he was profoundly interested in what I was doing, and the manner in which I did it and that he did not manifest any signs of sleepiness or even weariness.

I also noticed, as he occasionally rose and stretched himself, that he was tall, generally big, had a rather ruddy complexion, a generous nose, a wonderfully keen and watchful eye, and a head well covered with dark hair; also that he wore a business suit of light grey.

To shorten the story, I may at once say that my work was finished about six in the morning, but that I stayed until about 8:30 to see that all went well with the apparatus in its new place. Soon messenger calls began to come in; the burglar alarm signals announced themselves one after another between eight and nine, and then my unknown visitor broke his long silence by asking what they were and meant. When told he remarked:

"Do you mean to say that those signals coming in at the new place are burglar alarms made by people opening their stores, and would have come in just the same at the old place if your machines hadn't been moved?" Assured that such was the case, he asked how many (Continued on page 43)



Mr. Lockwood after 40 years of Bell System service



One of the pole racks and treating tanks, with a pole being raised to be placed in the tank

A Creosoting Plant On Wheels

How a Treating Outfit Is Moved to the Poles Instead of Tother Way Around

By W. F. Norris, Div. Supt. of Line Construction, New York

O go into tracts of timber that were formerly made beautiful by many tall, shapely and well-leaved chest-nut trees, and to see those same trees with foliage gone and bark falling off in great strips from the effects of the blight, is a sad sight. To save the timber from complete decay these trees are being cut extensively and the supply suitable for poles is rapidly diminishing. It is now necessary to ship poles for hundreds of miles to locations where only a few years ago there were quantities that could be had from woods near the lines.

This shortage, together with the decreasing supply of other timber and the rotting of the poles in the ground, has caused much study to be given to the subject of preserving pole timbers. In the South there are large creosoting plants for the over-all treatment of yellow pine poles and in the West there are permanent installations for treating the butts of cedar poles by the open tank process. Many of the poles have been brush-treated and various other methods have been tried out to preserve the pole near the ground line, as this is the weakest

point in the pole after decay has set in, as an accompanying picture will indicate.

Experiments have shown that of the several present methods for treating the butts of chestnut poles, the treatment with creosote or dead oil of coal tar by the open tank process is the best.

However, to concentrate chestnut poles in large quantities at a given point and to install a permanent plant for butt treating has not as yet been found economical, as the timber is scattered over a vast area with only a limited number of trees suitable for poles in any one tract. The poles are heavy and difficult to handle and the cost of hauling and transportation is high.

In an effort to overcome these conditions and to provide a plan whereby poles might be treated in limited quantities of from 500 to 5,000 at loading or storage yards, the Long Lines Engineering Department last June and July issued specifications for the construction and operation of a portable butt-treating plant, which makes it possible to move the plant to the poles instead of moving the poles to the plant. These specifications were turned over to the Line

Construction Department of Division 1, to assemble, erect and operate the plant in treating the butts of approximately 2,400 Class "A" chestnut poles of from 25 to 45 feet in length, that had been shipped up from West Virginia to points along the route of the Pittsburgh-New Castle (Pa.) cable pole line. They were well seasoned and were concentrated at Emsworth, Leetsdale, New Brighton, Ellwood City and New Castle. When delivery of the poles was ordered to the several stations it was with the idea of having a minimum haul and with no thought of concentrating them for treatment, or to secure storage yards suitable for the operation of a treating plant. Therefore. to get the space needed for the outfit, it was necessary to shift a number of the poles.

The plant was first set up at Leetsdale as that situation was best for assembling the equipment and meeting the line building program. Most of the views of the plant

were photographed there.

It was next moved to Emsworth. At that place there is a high rocky bluff paralleling the railroad and to get a convenient yard the poles had to be hauled to a location back of the bluff.

The only available place was near an innocent looking creek. While the plant was in operation a series of rains and a cloudburst caused the creek to overflow its banks, and General Foreman James Purtle, in charge of the installation and operation

of the plant had to have the poles roped to keep them from being washed down the Ohio River. The water came up so quickly the fires in the boiler were put out and the carburetor of the motor truck was moved to save it. Jim was up to his waist in the raging waters and his assistants were over their boot tops protecting the property. Four of the poles did float off.

This portable plant is made up of: Two steel treating tanks, 10 ft. long, 5 ft. wide and 8 ft. deep, equipped with radiators.

Four 800-gallon oil storage tanks, mounted horizontally on 3-ton Troy trailers. Two of these tanks are equipped with radiators.

A 25-h.p. portable steam boiler mounted on wheels.

A pump and engine unit for pumping oil and water.

A derrick with boom mounted on a 3-ton motor truck with power-driven winch.

A pole rack, a portable tool house and piping.

All of these units may be loaded on or drawn by 3 or $3\frac{1}{2}$ ton motor trucks. The entire plant can be readily dismantled and reassembled.

The general set up of the equipment is shown in the photographs. The treating tanks are placed in excavations five feet deep and rest on wooden mattresses. They are located far enough apart to permit the pumping unit to be placed between them.

The quickest way to get the oil into the storage tanks is to empty it into the treating tank first, and then pump it into the storage tanks. This shows the oil being emptied into the treating tank



ONG INES

APRIL, 1922



Left—The stone boat used to protect the butts of the poles while they are being hauled to the right of way

Right—A pole removed and another placed in the treating tank at one setting of the derrick



Just back of the treating tanks the pole rack is erected so that when the poles are put in the tanks they may be roped to the rack and kept in a vertical position. The storage tanks are lined up a few feet back of the pole rack and the boiler is wheeled into position near the storage tanks. The truck with derrick is placed so that the poles may be lifted from nearby piles and set up in the treating tank and the treated poles may be lifted out of the tank and placed in piles.

When an untreated pole is placed in the tank, a treated pole is removed from it so that the derrick does not swing back without load. Before being treated the poles are shaved for about 18 inches above and 18 inches below the ground line and all adhering inner bark or dirt is removed.

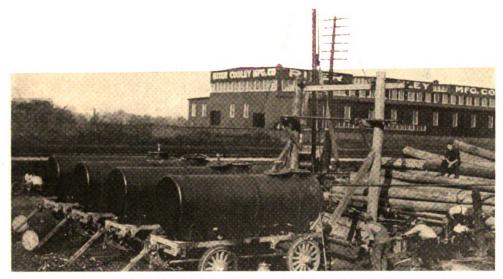
In loading or handling the poles with

cant hooks care is used not to puncture the treated portion of the pole with the hooks. In dragging the poles over rights of way a sled or stone boat is made to protect the treated butt. The boat is shown in one of the photographs.

The piping is connected so that by a system of gates and valves the oil may be pumped from one tank to another and so that the oil will flow by gravity from the storage tanks to the treating tanks. The steam pipes are connected to radiators in two of the storage tanks, poles are then placed in one of the treating tanks and the hot oil is run into that tank. The pole butts remain immersed in the hot oil for eight hours, when the hot oil is pumped from the one treating tank to the other that has been previously loaded with poles, and cold oil is then run into the first tank. The



One of the tanks in which the poles are crossoted being lowered into place. Two of these tanks are now used



Storage tanks for the creosote, each holding 800 gallons

poles remain in this cold oil for eight hours. It might be possible to get as satisfactory a penetration with a less number of hours immersion in the hot, and in the cold oil, but the eight hour periods worked out to best advantage on this job.

The hot oil treatment removes the moisture from the poles and opens up the cells in the wood in order that the cold oil may be drawn into it. The cold oil closes the wood cells so that the creosote is retained in the wood.

By this treatment of eight hours in hot and eight hours in cold oil the creosote penetrates to a depth of from two to three growth rings or to a depth of at least three-sixteenths of an inch and each pole absorbs approximately $3\frac{1}{4}$ gallons of oil.

With an absorption and penetration as stated it is estimated that it will prolong

the life of the poles about 10 years.

In trying out and developing the plant three different methods were used. The first method, using one tank and one gang permitted one treatment per day of from 20 to 27 Class "A" 25 ft. or Class "B" 30 ft. poles having the poles immersed four hours in hot and four hours in cold oil, and having the cold oil flow into the hot oil, keeping a constant level of oil in the treating tank. As it was necessary to bring the temperature of the oil down from 230° to 110°, considerable difficulty was experienced in obtaining this result by this method.

A second method was tried out of having two shifts of men, each shift to work eight hours and to have the cold treatment continue for a longer period than the four hours. It was also found impracticable to

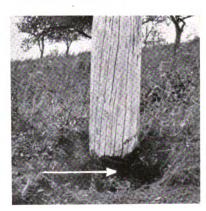
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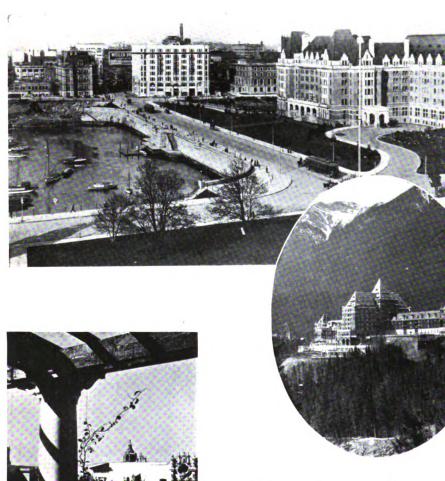


Left—A two-tank set up,
with a double rack of
poles

Right — An untreated
pole. When the decay

Right — An untreated pole. When the decay was removed the remaining sound wood measured only 21 inches, instead of the normal 42-inch circumference





Left—To the great northwest Mr. Adams might take the magic carpet to this spot in Victoria, B. C., or to beautiful Banff in the Canadian Rockies

> AS I write this than a thous On my desk, a few write, is a telephor

"In a few minut ears the exact voice whom I love so me

"I need only reament and ask for a to talk with in America—no mate

"The business ration in his office and he may wish. The the mountains are surmounted, accomplished. In buried—but with master mind is almon assistance, to once!"

Boxing the Compass wi

Right — To the southwest it is possible that he would care to send his voice to these scenes in San Diego, whose semi-tropical beauties were called to the world's attention by the Panama Exposition



The ab are from tribute to George M Reproducsion. Right—To the northeast he might choose to speak with a British cousin in Halifax, the great harborcity so tragically linked with the late war

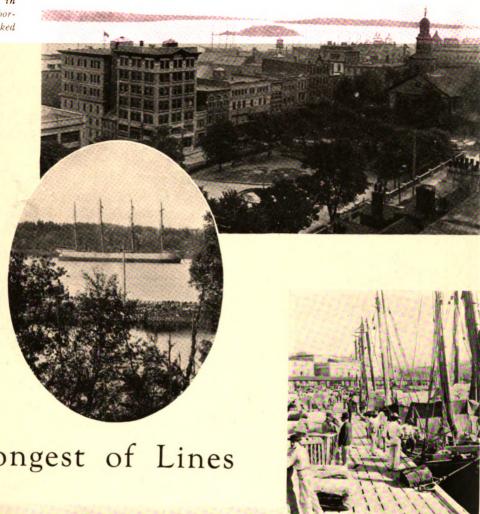
brief talk, I sit more and miles from home. inches from where I e.

es I could bring to my e of any one of those ich.

ch for this little instrumy one I might desire any great city of er how far away.

nan today has but to summon whomsoever e desert is blotted out, wiped away, storms and the impossible is delay defeat is often the telephone, the e to achieve, to sumget things done—at

pe paragraphs



th the Longest of Lines



Left-And to the southeast it is highly probable that he might wish to send his thoughts, over land and under sea, to a friend so fortunate as to be inhaling the balmy atmosphere of Havana, Cuba

HAVE YOU READ IT?

By "Three per Share per Month"

AVE you read the Annual Report? We thought we were busy when our copy arrived, so we laid it aside until our complex should cease to engage us.

Then we picked it up again. Somehow it didn't look just like a regulation annual report. We read two or three of the opening paragraphs; then we read the last and penultimate paragraphs. Then a dip into the middle. We were right. It was not a regulation annual report.

Now, we recognize a regulation annual report when we see one: "Drilling on well number thirty-two is progressing rapidly. This well is located within 400 feet of the famous 'Yum Yum' gusher, and having reached a depth of 3,200 feet, may be blown in any day. Think what it will mean to you if this well proves to be a 50,000 barrel a day gusher, or 25,000 or even 10,000. We still have a few thousand shares of treasury stock which will be allotted to those whose applications are received first." Or something similar.

But our annual report! It's different. There's a thrill whether you read it as a stockholder or an employee. If both, the thrill goes double.

The A. T. and T. Company annual reports have never lacked vitality. But the one for the year ending December 31, 1921, easily leads all previous reports for its wealth of information concerning the Company's activities and financial status; expression of the public service ideals which guide and actuate its management; gems of philosophical and economic thought; suggestion of justifiable pride in the Company's achievements and hope for further progress to enhance the value of its service; and last but not least, acknowledgment of faith in the organization personnel.

We don't know who ought to get the more joy from reading the annual report, a stockholder or an employee; but for ourself, we take our satisfaction going and coming, holding as we do the right to subscribe ourself—

THREE PER SHARE PER MONTH



FACTS—BOILED DOWN

"Every Employee," Says the Anonymous Contributor on the Opposite Page, "Should Feel a Glow of Pride on Reading the A. T. and T. Company's Annual Report." To Substantiate His Statement We Submit these Excerpts

N 1900 there was one Bell telephone to every 90 people in the United States; at the end of 1921 there was one to every eight people. The total for the entire Bell System on December 31, 1921, was 13,380,000 stations.

Since 1900 the country's population has increased 45 per cent. The volume of general business has expanded 100 per cent. The number of telephones in our system has grown 900 per cent.

\$

Forty-five years after the invention of the telephone, Europe has only one telephone to each 100 of the population. With only one-sixteenth of the population of the world, the United States has two-thirds of the world's telephones. There are more telephones in New York City than in the whole of any foreign country, excepting only Great Britain and Germany. Chicago has more telephones than France, Spain and Portugal combined.

The Bell System is adding as many new telephones each year as there are in all France. As for rural telephones, practically the only farm telephones in the world are in the United States, where the number is now over 2,500,000. Elsewhere, this field of service has been almost wholly neglected.

The telephone service in the United States is the best and cheapest in the world.

of May 1, 1921. This comprises 58 per cent. of the total number of employees who are eligible to subscribe under the provision of the Plan requiring previous continuous employment of at least six months. . . .

The results of the Plan evidence a sincere desire for saving and thrift among Bell System employees, as well as a firm faith in the continued successful operation of the Company.

Of all American corporations the A. T. and T. Company is first in the number of holders of its stock, and it has the widest distribution of ownership of any corporation.

The average number of shares held ten years ago was 67; today it is 29, or an average holding of \$2,900.

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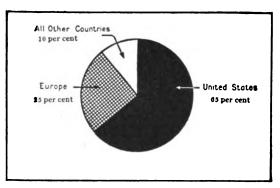
It is a narrow and unsound point of view which does not recognize the fact that the real interests of the Company and of its patrons are identical. . . .

The foundation of all business is the fundamental proposition that, in general, sound trades are beneficial to both parties to them. Public utilities are no exception to this fundamental rule. Economic laws demand, if they are to continue in business, that what they receive for their service shall be more than it costs to render this service and less than what this service is worth to the one who buys it. . . .

This spread between what it costs to render the service and the value of the service to the people who use it is what measures the value to society of the discovery and development of the telephone.

A new thing worth exactly what it costs is of no net value to society

At the close of the year there were 225,288 employees in the Bell System. More than 125,000 of these employees, including those who are already stockholders, are paying for stock on subscriptions made under the Employees' Stock Plan



How the telephones of the world are distributed

and would not persist. A new thing worth more than it costs is valuable and will persist. The fact that telephone service can be and is produced at a cost and sold to telephone subscribers at a price very much less than the value of the service to the subscribers constitutes the assurance of the stability of the business.

♦

The people depend upon your Company for one of the great national services—the one entering most intimately into their domestic and commercial affairs. Your Company must extend that service to meet the requirements of a growing population and a growing use. It must promote and develop the progress of the art upon which that service depends. It must be a satisfactory servant of the people.

to assist investors. It will facilitate and strengthen the activities of all sound and helpful investment agencies. The nation is our customer. Whatever promotes the prosperity of the nation promotes our prosperity.

•

Among the notable achievements of 1921 are mentioned (1) the loud speaking telephone system installed in Washington at the time of President Harding's inauguration, (2) the opening, in co-operation with the Cuban Telephone Company, of the submarine telephone and telegraph cables between Key West and Havana, (3) the nation-wide use of long lines and amplifier apparatus on Armistice Day, and (4) additional experience in the use of machine switching apparatus.

An actual appraisal conservatively made of the telephone properties of the Bell System companies would show values greatly in excess of the amount at which these properties are carried on the books.

The investment of the Bell System in plant and equipment, including construction in progress, as carried on the books of the companies, as of December 31, 1921, aggregates \$1,569,000,000, but the true value of this investment is much greater than its book cost.

•

We are inviting telephone users to become partners in the

business. This is more than a plan to lay wider financial foundations for the Bell System, to raise some of the money needed for extensions of the service, or to create better relationships. It will contribute to the promotion of national thrift, to the spread of a broader knowledge of investment, and to the development of machinery

One-Sentence Nuggets

The quality of both exchange and toll service steadily improved.

The efficiency of the whole operating

The development of the art of telephony by research and invention, and by their application to the construction and operation of plant, was exceptionally noteworthy.

force increased and is increasing.

We increased and broadened our efforts to bring about a better and more sympathetic understanding of our policies, problems and practices by all of the elements making up the public which we serve.

Our practical experience with radio communication, says the report, serves still further to emphasize that the practical field for radio telephony lies in connection with those situations where it is impracticable to employ wires, as in the case of communications between moving vehicles, from ship to ship, and from ship to shore, from airship to ground, and similar classes of service. . . .

Our scientific staff has continued during the year its extensive work in the field of radio communication. The Bell System has available all the important inventions

with reference to commercial wireless telephony and expects to make use of them in every way possible for the extension, betterment, and cheapening of the service as ways of doing so develop. Our engineering and commercial organizations are actively engaged in developing whatever possibilities there are in this field.

In all of the elements going into the making up of service an advance has been made during the past year.

The service of the Bell System measured by the technical work done by the operators has recovered from the war and post-war

difficulties and is today better and more uniform than ever. . . .

During the year the maintenance standards of the System have been equalled and in many cases exceeded, and it is safe to say that at no time was the plant of the Bell

System ever better maintained or in better condition than it is today. Reconstruction work has been done as needed.

At the end of the Benefit Fund's ninth year there were 496 employees on the pension roll. The number of cases of sickness during the year was 24,162, a decrease of 5,087 as compared with 1920. There were 9,848 work accidents, a decrease of 575. Dependent relatives of 211 employees received death benefits. The total amount of payments from the Fund during 1921 was \$3,774,786.

This report would be incomplete, concludes President H. B. Thayer, without reference to the fine spirit existing throughout the personnel of the Bell System. . . .

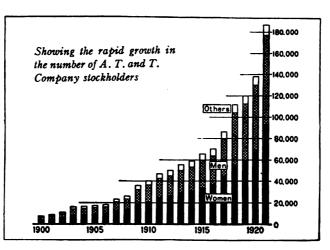
Associations and committees through the medium of which the general forces and the management are coming to a clearer appreciation, not only of their mutual responsibilities and relations within the companies, but of the relations and responsibilities of each to the public and to the public service, continue with increasing vitality and effectiveness.

It is the loyalty, interest, effort and cooperation of the entire personnel which has made the accomplishments of the year possible.

Shifts in the Line-up

Traffic

R. W. Cathell, District Traffic Superintendent, Reading, to Traffic Chief, Philadelphia.



Frances M. Haney, Supervisor, Pittsburgh, to **Evening Chief** Operator.

Elizabeth J. Seiling, Assistant Chief Operator, Pittsburgh, to Chief Operator.

C. J. Arden, Traffic Student, Long Lines Department, Chicago, to Assistant Toll Manager,

Toll Department, Illinois Bell Co.

E. S. Morrison, District Traffic Superintendent, Milwaukee, Wis., to Traffic Chief, Chicago.

H. Stromer, Clerk, Chicago, to Traffic Student.

Plant

H. N. Beach, Testboard Man, Maumee, to Division Supervisor of Special Contract Service, Chicago.

E. Cutler, Transmission Tester, Chicago,

to District Inspector, Cincinnati.
F. W. Forsthoefel, District Chief Clerk, Indianapolis, to District Chief Clerk, Cincinnati.

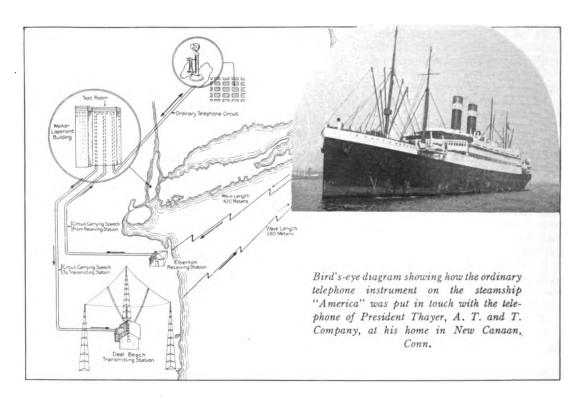
R. W. Boyer, Clerk, Indianapolis, to District Chief Clerk.

D. H. Posey, Section Lineman, Dallastown, Pa., to District Line Inspector, Harrisburg.

P. J. Snelson, Telegraph Repeater Attendant, Harrisburg, to Chief Testboard Man, Ligonier, Pa.

A Veiled Menace

Speaking of radio—as who isn't, these days?—a newspaper stated the other day that so far only one person had been discovered who wasn't in favor of the new development in communication. This was a Turkish gentleman who said his quarrel with wireless telephony was that it enabled all his wives to call him up at once.



TELEPHONING TO SEA

Another Development in Radio Communication

N the evening of Sunday, March 5, at about 7:30 o'clock, President Thayer was called to the telephone at his residence in New Canaan, Conn., to answer a call from Captain Rind on his ship, the "America," then approaching New York, but still 24 hours from port.

"Hello, this is Captain Rind."

"Captain, this is Mr. Thayer of the telephone company. I'm up in New Canaan. I understand you are three or four hundred miles at sea."

"Yes, we were 370 miles from Ambrose Light at 7:30. We expect to dock to-morrow evening at 7 or 8."

"What kind of a trip are you having?"

"We're having a good trip for this time of the year."

"Well, I'm glad to have had the pleasure of speaking to you. I think it is fine that we can meet and talk this way."

That, with the usual parting greetings, was the conversation. As the Bell engineers explained to those who listened in from a vantage point in New York, it means that

the time is undoubtedly coming when there will be nothing strange in any telephone subscriber from Seattle to Havana lifting his receiver and talking to a friend on one of the large trans-oceanic ships of the Atlantic or Pacific fleet. This demonstration of ship-to-shore telephony, quite impromptu in its character, was given to about a dozen newspaper men and it left with all present the impression that the wireless telephone in conjunction with the land lines is destined eventually to play a most important part in ship-to-shore communication. Those who witnessed the demonstration were gathered on the 24th floor of the Walker-Lispenard building in which are located the operating and test rooms for all the long distance lines entering New York.

Preliminary to her last voyage to Europe, the steamship "America" had been equipped by the Radio Corporation with a wireless telephone set of General Electric Company manufacture. Throughout the eastward trip tests were carried out between the ship and the radio telephone

APRIL, 1922 ONG INES

station of the Bell System at Deal Beach, N. J. These tests were overheard night after night by radio amateurs in the neighborhood of New York and led to many questions concerning their purpose.

The evening of March 5 was selected as the time for a demonstration because the ship was scheduled to be then between 350 and 400 miles from port—a fair working range under normal atmospheric conditions for the radio sets both on the ship and at Deal Beach. The time was well chosen, for with the exception of 10 or 15 minutes during which the wireless waves were subject to "fading," telephoning between the ship and shore proceeded without the slightest difficulty.

From the diagram the reader will note that two separate stations were used on the Jersey Coast, Deal Beach being the transmitting station and Elberon the receiving station. Those who are informed on technical matters will note that the wire circuit was operated on the 4-wire principle between Walker Street and the radio stations, and on the ordinary 2-wire principle from Walker Street to New Canaan. A hybrid coil and balancing network, such as forms an essential part of all telephone repeaters, established the union between the 2- and 4-wire circuits.

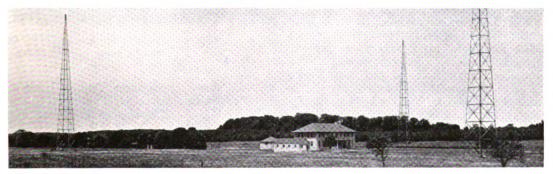
The demonstration, while it brought out the possibilities of ship-to-shore communication, also illustrated its short-comings—shortcomings which are, in a large measure, characteristic of radio in all forms. At irregular intervals throughout the test, which lasted for over an hour, intelligible communication with the ship was entirely prevented by interference from spark stations most of which were on vessels at sea, the spark stations near New

York having very generously stopped their sending. The elimination of interference between stations, all engaged in carrying commercial business, is one of the important technical problems of radio still awaiting solution.

Another limitation of the wireless telephone was forcibly brought out by the number of telephone calls which came in from persons who said they had little radio sets in their homes and were listening in. However, improvements in the direction of secrecy may be expected and the Bell engineers have already done much to eliminate this shortcoming.

Moreover, atmospheric conditions exert a marked influence upon the ease with which a radio message travels through the ether. These conditions vary greatly from day to day and from hour to hour. This can be well illustrated by the observations which have been made in connection with the Bell wireless telephone operating between Los Angeles and Catalina distance between the mainland and the island is 30 miles and the sets have been made sufficiently powerful to transmit speech across this distance under the most unfavorable conditions. On the other hand, it has been found that this amount of power is sufficient under exceptionally favorable conditions to make these messages readily audible in New Zealand, 5,000 miles away.

Another atmospheric phenomenon which is a source of most serious disturbance to wireless transmission and which thus far has baffled all attempts to eliminate it, is the so-called "static." Fortunately for the demonstration we have just described, there was very little static present.



The Bell System's radio telephone station at Deal Beach, N. J., where communication with ships at sea is conducted

Association Acand Festivities

General Assembly

THE Third General Assembly of the Association of Employees convened in New York, Monday, March 20. Immediately after it opened, the 51 members went into session as the Traffic and Plant Departmental boards. Each board conferred on subjects relating to its department, and then met with representatives of the management for further consultation.

When the boards had finished their business, the delegates came together again as the General Assembly to consider questions of general import. On its adjournment, the Executive Committee of the General Assembly met with the

management.

The accompanying picture of the General Assembly shows, left to right, front row: Rosalie I. Mooney, Philadelphia; Mrs. Louise Boynton, Kansas City; M. Helen Kelley, Cleveland; Marie Blair, Atlanta; Mrs. Bessie K. Daniel, Albany, Ala. Second row, Erma Bowser, Detroit; Miriam M. Hood, Detroit; Florence M. Bitner, Philadelphia; Anna E. V. Tessier, Providence; Beatrice Bell, Omaha; Mrs. Nora Smart, Chicago; Elsa Kertscher, Cleveland; Mrs. Audrey E. Cochran, Oklahoma City; Helena E. Byrne, Chicago.

Third row, R. H. Thurston, New York; Mamie M. Anderson, Richmond; Mary E. White, Louisville; Adele B. Meusburger, New York; Lillian G. Cason, St. Louis; Mrs. Loraine M. Davis, St. Louis; Golda Warren, Indianapolis; Gertrude M. Lampen, Pittsburgh; Gladys H. Powers, New York; Rachel E. Plunkett, New York; Edna L. Pugh, Montgomery; Hazel M. Hedges, Buffalo. Fourth row, A. C. Kadlec, Chicago; E. T. Bryant, New York; M. P. McCormick, Philadelphia; J. J. Mahoney, Troy, N. Y.; J. C. Barnard, St. Louis; M. S. Buck, Pittsburgh; E. J. Johnson, Hartford; E. P. Keene, New Orleans; J. T. Arnote, Kansas City; H. R. Learson, New York; E. J. Padmore, New York.

Back of fourth row, J. L. Appling, Cincinnati; A. T. Crounse, New York; M. C. Adair, Atlanta; R. C. Mann, St. Louis;



Officers and member

C. Williams, Harriman, Tenn.; J. W. Loeber, Baltimore; S. R. Pickett, Philadelphia; G. A. Richardson, Atlanta; F. Peters, New York; A. G. Henning, Chicago; M. M. O'Neill, St. Louis; W. E. Barber, Chicago.

"Letting well enough alone," says Life, "never made it better."



ur Association's Third General Assembly photographed shortly after eliberations began in New York City late in March

Div. 2 Plant Council Meets

THE first annual session of Division 2 Plant Council was held at the Rittenhouse Hotel, Philadelphia. Delegates representing Districts 21, 22, 23, 24 and Line Construction Branches 115 and 126 composed the membership of the new council.

A luncheon was held during the first day's

session, the Council having as guests Division Plant Superintendent J. L. McKay, Division Chief Clerk T. L. Hayes, and Personnel Representative S. H. Webster. Mr. McKay made an address and was followed by the other two guests.

ster. Mr. McKay made an address and was followed by the other two guests. The following officers were elected at this session of the new council: J. W. Loeber, President; C. C. Murray, Vice-President; H. L. Hudson, Sec'y-Treas.

A Polar Expedition

THE depth of the snow varied from two to four feet and the thermometer registered six degrees below zero at 7:30 on the morning of February 17. It was at this time that the Reading, Pa., testboard picked up an open wire on the Monterey-Onondaga line, which located in the vicinity of pole 500, or about 12 miles north of Monterey test station. Section Lineman George P. Luckenbill, stationed at Monterey, reported that the snow made flivver travel impossible. He was therefore instructed to procure a sleigh and make an effort to reach the trouble.

The next time that we heard from him was one hour later when he called in to report that he had exhausted every possibility of obtaining a conveyance, as the farmers of the surrounding territory were either busy or unwilling to venture out into

the snow. At this time Luckenbill was some 40 poles on his way toward the trouble.

Our next report came at 10:30 a. m., when he called in for a test from pole 270, having walked the distance through snow that was in some places waist deep, carrying his test set on one shoulder and his tool-kit on the other.

He was still going north. At 12:30 he called from pole 470 and the test showed that he was very close to the trouble. Finally, six hours after starting, George called from pole 512 to report that he had cleared the trouble and the circuit was o. k. for service. In six hours' time he had walked a distance of 12½ miles. When asked how he liked conditions in that

part of the world, he replied, "What's the matter with you? This is fine."

Reading Long Lines people are proud of George's achievement and feel that the spirit which was shown by his efforts to get there, regardless of all obstacles, is certainly indicative of the co-operation and "stick-to-it-ivness" which has raised the morale of the Bell System employees to the high position which it holds, wherever our people are to be found.—G. N. McD.

Next Stop: Hawthorne

Western Electric Company's part in the Bell System a number of members of our Association have been designated to visit that company's Hawthorne plant. One Association member from each plant district, one from each division plant head-quarters and one from the General Plant Manager's office will make the trip to Chicago and spend some days in observing the manufacture of the various kinds of equipment and apparatus which telephone people use in their daily work.

A Creosoting Plant

(Continued from page 23)

get the oil cooled down to the required temperature by this plan or to double the

output of treated poles.

This second method was tried out at Emsworth. The second shift of men worked during the night. The plant was lighted by carbic flare lights. Foreman Frank Rice, in charge of the night force, resembled an Indian with his war paint as he went about the tanks with his face and arms covered with vaseline to save his skin from the effects of the creosote which has a tendency to peel it off. The lights and shadows were so sharp that the men had to be particularly careful in this night work to avoid accidents and it was a relief to discontinue it for the twotank method.

The third method was to use one shift of men and two treating tanks, with an eight-hour hot and eight-

hour cold treatment, the hot oil being drawn off on completion of the eighthour period and cold oil run in immediately. This method proved the most satisfactory. With the two tanks 44 Class "B" 30 ft. or Class "A" 25 ft. poles could be treated in a day, and allowing for a reasonable number of moves, 10,000 Class "B" 30 ft. poles or approximately that number of assorted sizes could be treated in a year with this plant.



Snow, in places waist deep, forced G. P. Luckenbill to spend six hours in going 12½ miles—but he got there

Chicago Aims High

HOLDING a dance in the grand ballroom of the Hotel La Salle, Chicago, was an ambitious undertaking for Plant Branch 104 but it was put over with great success. About 500 people were present and all stayed until Dobson's H. and H. orchestra packed up its instruments to go home.

As may be expected, it was an expensive affair and the committees in charge deserve much credit for making it possible. A great part of the expense was borne by the nine pages of advertising in the program booklets which were distributed at the beginning of the dance. On

the booklet's cover was the picture of a tombstone, bearing the epitaph of one "William Jay, who died maintaining his right-of-way." Although in the right, "he's just as dead as if he's been wrong."

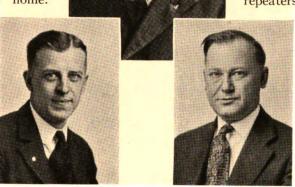
As yet President Kadlec cannot be classed as an old timer, but his service record dates back to 1907. He has served the Company as a ground man, material man, lineman, assistant to line inspector and at present is line clerk in the district office at Chicago.

His most notable achievement was that of walking 5,500 miles along Long Lines pole lines in Division 4 while he was assistant line inspector. He was a delegate to the Second General Assembly at New York in 1921. His hobby is good fellowship.

Repeater Talk at Reading

At the regular monthly meeting of Plant Branch 81, Reading, Pa., the Branch was visited by W. L. Rowe, District Inspector, from Harrisburg. In accordance with the offer of District Superintendent Hall to furnish the Branch with speakers on educa-





The success of Chicago's dance was largely due to the efforts of A. C. Kadlec (above) President of Branch 104;
L. A. Gordon (left, and N. C. LeVee

tional or other matters, the organization chose Mr. Rowe. He has lately returned from the division transmission school at New York and it was felt that he might be willing to impart to the members some of the knowledge which he had gleaned there.

Expectations were more than realized, as Mr. Rowe gave a fine talk on telephone repeaters from a transmis-

> sion standpoint. What is more, he has offered to prepare a series of monthly or bimonthly blackboard lectures on the subject of transmission. The members of Branch 81 are more than glad to feel that the Company is willing to meet them half - way on educational

matters and intend to take advantage of Mr. Rowe's offer.

N. Y. Five Beats Quakers

The 195 Broadway, New York, basket-ball quintet journeyed to Philadelphia and brought home a 36 to 12 victory over the Quaker City Long Lines team. The contest was staged in the Musical Fund Hall.

Philadelphia will have a chance to regain its vanished laurels in the near future when it plays the 195 Broadway five a return game at the Telephone Club, New York. The New York team will also have a chance to show some of the appreciation they feel for the courtesy and entertainment they received in Philadelphia.

Traffic Division Council 6, Cleveland, elected Helen Kelley, Pres., Erma Bowser, Vice-Pres., Mary Doyle, Sec.; and Erma Bowser, Miriam Hood, Elsa Kertscher and Helen Kelley, Delegates.

Pittsburgh Meeting Draws Record Crowd

PLANT Branch 61, Pittsburgh, held its quarterly meeting Friday evening, March 3, drawing an attendance of 186, a record for the local organization. The business meeting was addressed by

J. W. Loeber, of Baltimore, President of the division council, who was the honor guest of the evening.

At the conclusion of the business meeting the active members were joined by the honorary members and guests and all proceeded to the associated company's dining room. When the refreshments were completed the happy crowd assembled in the rest-room and for two hours enjoyed a vaudeville performance given entirely by our own people.

During the performance President Loeber gave a brief but inspiring talk on A. T. and T. spirit. District Plant Superintendent Mezger was called upon to speak and delivered an address regarding accident prevention work. part of the Long Lines Accounting Department, a black walrus traveling bag, remarking as he did so, "Since you are determined to go we will take the matter as philosophically as we can, and to assist you on your way, we should like you to carry this with you."

Naturally, Mr. Saxton was surprised.

Naturally, Mr. Saxton was surprised. He said the first thing that occurred to

him was that when the bell-hops saw that bag thev would expect a 50 cent tip at least. He then gave a few reminiscences, taking his hearers back with him in imagination to the beginning of his service 12 years ago and afterward progressing up to the present time. He promised to bear with him only the kindest memories of the people in the Accounting Department.

C. Morsack was asked to speak in his role of new Auditor. He protested that the occasion should have been reserved entirely for Mr. Saxton and expressed his regret to see Mr. Saxton go. He stated his determination to maintain the same policy in regard to Department matters which had been established and so well carried out by Mr. Saxton.

When the word "good-bye" signifies the lengthening of distance between friends, it is often tinged with sadness: yet, when the employees of the Accounting Department said it to Mr. Saxton they knew he was not going far away, and they spoke with a feeling of rejoicing in his promotion as they gathered around him at the close of the meeting to wish him success in his new position in the General Department.





Above—Long Lines and Bell Company of Pa. delegates to the conference on securing applicants and selection of employees, held at Valley Forge, Pa. Below—Members of Division 2 Traffic Council, which met at Philadelphia, at the base of the Commodore Barry monument, Independence Square

P. W. Saxton's Surprise

Under the impression he was to say a few last words to the members of Branch 1, New York, in his official capacity of Auditor, Mr. Saxton consented to address a meeting of the Branch, presumably called for that purpose.

H. L. Wlodeck made an introductory speech and presented to Mr. Saxton, on the

Letting The Public In

UBLIC relations, which at present is receiving every employee's undivided attention, was given another boost in Louisville February 6 when a practical service demonstration was made before the Electric Club at their noon luncheon at the Hotel Henry Watterson. It was Telephone Day at the club and advance notice of this fact brought out the largest attendance on record.

The demonstration covered features of both long distance and local service, dummy appar-

atus being used to illustrate to the public some of the mysteries of the telephone

exchange.

P. M. Brown, of the Cumberland Company, made an introductory talk followed by the local demonstration which was conducted by Miss Eleanor Roth and Leona Jackson.

At the conclusion of the local service demonstration, Miss Mary Connaughton, District Instructor of the Long Lines Department, gave an excellent demonstration of just how a long distance call is handled from the time it is recorded until connection is established and line cleared.

In Miss Connaughton's talk particular emphasis was laid on the advantages of station-tostation service and examples of comparative rates were shown on a blackboard. The rate between Louisville and Chicago was



J. S. Bridger, Division 1 Traffic Superintendent, invited the members of the Division Council to lunch when delegates from Boston, Buffalo and Providence gathered at New York for the recent meeting of the Council

used as an example and when the night station-tostation rate of 45 cents as compared to the personto-person rate of \$2.25, was shown, an outburst of applause greeted the announcement. Miss Connaughton also demonstrated to the audience the most direct and practical way of making inquiry concerning a call in process of completion.

At the conclusion of Miss Connaughton's talk, S. C. Cowles, Assistant Traffic Chief, gave an interesting talk in which he brought out many of the obstacles encountered during the pioneer days of long distance service and the successive steps accomplished up to the

present point of development. Some of the complexities of handling the present long distance load were briefly explained.

The importance of the closest co-operation between the subscriber and the Long Lines Department was also stressed. The audience was instructed in the following fundamental principles of co-operation: the importance of answering telephones promptly; giving and receiving reports promptly and accurately; and being available to talk on a call at least 20 minutes from the filing time.

At this juncture the program was changed from the serious to the humorous.

Miss Goldie Baron of the Cumberland Company gave a recitation followed by a short humorous skit by J. I. Anderson and Henry Schuman. A parody was sung. Mr. Brown then answered questions about service.



The officers of Branch 6, Division Plant, Atlanta, Ga., are, left to right, P. B. Willis, President; D. E. Wilson, Treasurer; Miss Hester McMurry, Secretary; M. L. Turner, Vice-President; Miss Clara Smith, Correspondent to "Long Lines"; M. C. Adair and O. N. Hoyt, Delegates

Employees' Benefit Fund

Committee Issues Ninth Annual Report

THE ninth annual report of the Employees' Benefit Fund Committee, A. T. and T. Company, for the year ending December 31, 1921, has just been issued. It covers the activities of the committee for the General Departments, A. T. and T. Company, as well as the Long Lines Department, and reads in part as follows:

In compliance with the provisions of the "Plan for Employees' Pensions, Disability Benefits and Death Benefits," an audit of the receipts and disbursements of the Employees' Benefit Fund for the year ending December 21, 1921, has been made and a certificate of audit is submitted herewith.

During the year benefits under the Plan were paid in 1,777 cases. As the average number of employees of the Company was 10,241, about 17 per cent. of the force participated in benefits under the Plan during the year.

On May 4, 1921, the Departmental Benefit Committee—General Departments, was created to administer the Plan as far as it relates to employees of the General Departments and the name of the committee which administers the Plan as far as it relates to Long Lines employees was changed to Departmental Benefit Committee—Long Lines Department. Since that time, these two committees have administered the Plan under the direction of

the Employees' Benefit Fund Committee.

Employees'
Benefit Fund
Committee,
E. K. HALL,
Chairman.

Departmental Benefit Committee—General Departments, K. W. WATERSON, Chairman. Department al Benefit Committee—Long Lines Department, A. W. DRAKE, Chairman.

The report includes the following summary of credits and disbursements, as shown by an audit of S. A. Richardson, Traveling Auditor, A. T. and T. Company.

Credit balance in Fund January 1, 1921 \$2,000,000.00

Credits during year 1921:

Disbursements during year 1921:

For pensions	83,245.65
For accident disability benefits	29,081.32
For sickness disability benefits	112,351.09
For death benefits	8,965.23
For disability expenses	18,255.25
For state insurance	437.45
Total debits	\$252,335,99

Balance in Fund December 31, 1921..\$2,000.000,00

The Employees' Benefit Fund Committee is composed of E. K. Hall, Chairman, and C. M. Bracelen, W. S. Gifford, Mary T. Reuse, B. Gherardi and Harry J. Brandt, Secretary. The members of the Departmental Benefit Committee for the Long Lines Department are A. W. Drake, Chairman, T. G. Miller, L. S. Murphy, Gladys H. Powers, J. L. R. Van Meter, H. M. Warke and M. R. Koehler, Secretary.

Cleveland Girls' Fine Record

Cleveland folks are proud of the attend-

ance record that the Traffic girls in that city made during the past year. Fortytwo girls were absent less than six days apiece. Four of them were not absent even one day.

Six girls who have been with the Company a b o u t s i x months have missed only two and a half days all together.



"Following the Duluth sleet storm in February," writes a Minnesota correspondent, "the temperature dropped below zero and Section Lineman G. E. Sherwood had a cool time on top of the 50-foot poles." After that, resting on an ice cake apparently meant nothing in his life. The other man standing is Walter Gidley. Louis Gidley is lying down and Harry Orthman sitting





Two views of a line traversing the jungles of Buffalo Swamp, Va.

THE UNLUCKY THIRTEENTH

By "Charleston, W. Va."

FTER all that has happened this winter it is to be hoped that when Pa Time gets started on his next cycle of events he will puncture a tire or something, so as to spread the next run of misfortunes out over several years. It would be better than trying to put them all in one teenty, weenty, 13-week winter.

First it was the western blizzards, then a gulf storm, then a little shimmy by way of local sleet storms here and there, then a grand dance up in Massachusetts, then the battle royal in Michigan and Wisconsin, and as a time killer between the grand dance and the battle royal he grabbed up the few wires we have in Virginia and made a mess of the whole works. Yessir, he sure gummed things up. And then, no doubt, sat back and grinned with devilish glee when our efforts appeared futile.

Thirteen days (note that figure), after "the groun' hog seed his shadder," Virginia was gripped in the tentacles of a sleet storm that was right extensive.

It appears that old Ice King took a shine to a certain town called Farmville, devoted his attention to the telephone, telegraph and light companies there and put 'em out of business. A whole slew of his attention overflowed into the surrounding country and into the adjoining provinces. He was exceedingly nice to Buffalo Swamp, about two miles west of the town. Here the tangle of broken and uprooted trees, high water and other impedimenta required the services of six men for two days to get service through the mass. Outside the swamp the country roads were almost impassable. Through fields and woods the mud was deep. Train service was practically at a standstill and the hayburners wouldn't burn; so progress was exceedingly slow. But every one had a single object in view and won.

For Virginia the ice was the heaviest since 1864. The destruction to forest, shade and fruit trees was appalling. The associated company was hit hard all the way through and particularly so on its Richmond-Danville line. It went down in the storm and nothing of it could be found except the right of way.

The assistance of the four division gangs was greatly appreciated, especially that of Foreman Milliman, who with a portion of his gang attacked the Buffalo Swamp.

A couple of minor injuries resulted from the storm, but were not of such a nature as to dampen the spirits of the rest; and the work of restoration was carried forward as speedily as circumstances would permit.



This trophy for figure skaling was presented to Ruth Borchert, whose picture appeared in our March issue, when she, with Joe Gundberg, represented America at the Western Canada skating races at Winnipeg.

Learning by Listening

THE employees of the Commercial Department, New York, had the pleasure of listening to an instructive talk by Director F. A. Stevenson, at the opening of an educational program planned by the employees of that Department. The purpose of this program is to make the employees of the Company more efficient telephone men women by instructing them in all phases of telephone work.

Mr. Stevenson described the formation and early history of the Bell System. He explained the relation of the Long Lines Department to the Bell System and emphasized

the fact that the Long Lines Department is practically an operating company like any of the associated companies.

On March 1, at the second talk of the series, A. W. Drake, General Commercial Manager, outlined the relation of the Commercial Department to the other Long Lines Departments and briefly stated the functions of the Commercial

Department.
Other talks on the program will be given by members of the Commercial Department and of other departments.

World Communications

Philadelphia had a demonstration of transcontinental, amplifier and radio telephony at the Academy of Music on the evening of March 8. General J. J. Carty, Vice-President, A. T. and T Company, made the address of the evening on the subject of world electrical communications. J. Spurgeon, editor-in-chief of the Public Ledger, sitting in his office in another part of the city

made a contribution to telephone history by being the first newspaper editor to deliver world-wide news direct to his subscribers by wire and wireless. Through the amplifier the audience in the Academy of Music heard Mr. Spurgeon read dispatches just received from Washington, Chicago, Tokio, London and numerous other points.

The meeting was held under the auspices of the Philadelphia Forum.

Bostonians Have A Demonstration

The Bell loud speaker apparatus was used at a demonstration held by the Boston directors of the A. T. and T. Company at the Copley Plaza Hotel, Boston, on Thursday evening, March 9. The demonstration was in connection with a dinner given by the directors to President Thayer and Vice-President Gifford, at which many prominent Boston bankers and business men attended. During the dinner Mr. Thayer and Mr. Gifford were introduced to those present and made short addresses.

Director Stevenson conducted the demonstrations. First the audience listened to a wireless demonstration from the Bell System experimental station at Green Harbor. Then Mr. Stevenson called the roll from Boston to San Francisco, and from Boston to Havana. When the agent at Havana announced that it was 86 degrees there, those in Boston who had worn fur coats to the demonstration wished that they might be transported to Cuba.



"You can have three guesses, and they're all wrong," says a reader of Charleston, W. Va. "This is not a foreign language, but merely darkey English for 'This path was stopped,' or, 'No Trespassing'"

Fast Work

NE of the most disastrous fires that has visited Richmond, Va., for a score of years destroyed the Lexington Hotel, the Union Bank of Richmond and the brokers' offices of Branch, Cabell & Co. and Davenport & Co., with several other buildings, a total loss of 10 business houses in the financial district.

persons perished in the hotel, six were badly injured and property damage amounted to about \$300,000.

Our leased wire service to offices of Branch, Cabell & Co. and Davenport & Co. was put out of commission and those offices were badly damaged by fire and water. Fortunately the old Federal Reserve Bank Building nearby was available for temporary locations for the two brokers' offices which had been burned out. As soon as the public safety officials would permit us to work in the fire-swept district, R. F. Led-

better, of the Long Lines Department, and E. H. Hazard of the C. & P. Co., with inside and outside wire-men of the local company, succeeded in giving telegraph and telephone service to our unfortunate subscribers in their new locations.

The accompanying letter from Branch, Cabell & Co. is testimony of their appreciation for the promptness with which their wire service was restored:

"Referring to our removal on account of the fire, we are writing to express to you our appreciation and to thank you for the very prompt and satisfactory service you rendered us in connecting up our private wires. Such service as this is certainly calculated to make friends for your Company.'

Terre Haute's Tribute

THE Terre Haute, Ind., testroom force suddenly awoke to the fact that March 1 would mark the conclusion of 18 years of service for Chief Testboard Man McQuinn. A hurried consultation was held and it was decided that he was entitled to some sort of tribute for this record from his fellow workers.

> If he had not study on denly

"As we are informed, 18 years ago you entered the Service, perhaps as any one of us now standing around you and no doubt en-

been so deeply interested in correspondence and the morning of March 1, he probably would have noticed numerous whisperings which ran throughout the office. A few minutes afterwards the entire office force sudmade a grand rush and surrounded him at his desk and presented him with a fountain pen. The spokesman explained.

tertaining a determination within yourself to make good. It is our pleasure this morning to tell you that you have made good and today as our chief we wish to assure you of the splendid good feeling, the high esteem in which you are held and our appreciation of your good judgment and of your always concerning yourself in the welfare of your force. . . . Each day, month or year that you remain in that capacity, it is our wish that the same agreeable and pleasant relations continue to exist as have existed in the past.'

Following the presentation of the pen, he was given a written tribute, signed by the entire force and reflecting similar sentiments to those expressed in the speech.



Richmond, Va., brokerage firms burned out by this fire wrote to thank our people for the speed with which leased wire service was restored

Division Councils and District Boards

OMPLETING the list of annual election results, the office of the Secretary of the Association of Employees furnishes the full returns of officers and delegates to serve on Division Councils and District Boards during 1922.

DIVISION COUNCILS

Traffic Division Council 1, New York. Pres., Rachel E. Plunkett; V.-Pres., Helen J. Koen; Sec'y-Treas., Gladys H. Powers; Delegates, Rachel E. Plunkett, Gladys H. Powers, Helen J. Koen, Hazel Hedges.

Traffic Division Council 2, Philadelphia. Pres., Florence M. Bitner; V.-Pres., Mamie Anderson; Sec'y-Treas., Ethel R. Borton; Delegates, Florence M. Bitner, Mamie Anderson, Rosalie I. Mooney, Gertrude Lampen.

Traffic Division Council 3, Atlanta. Pres., Murillo Vest; V.-Pres., Mary E. White; Sec'y-Treas., Zanie Wing; Delegates, Murillo Vest, Mary E. White, Edna L. Pugh, Mrs. Bessie K. Daniel.

Traffic Division Council 4, Chicago. Pres., Mrs. Nora Smart; V.-Pres., Golda Warren; Sec'y-Treas., Marie Gasey; Delegates, Helena Byrne, Mrs. Nora Smart, Golda Warren, Beatrice Bell.

Traffic Division Council 5, St. Louis. Pres., Mrs. Loraine M. Davis; V.-Pres., Mrs. Louise M. Boynton; Sec'y-Treas., Lillian G. Cason; Delegates, Mrs. Loraine M. Davis, Mrs. Louise M. Boynton, Lillian G. Cason, Mrs. Audrey Cochran.

Plant Division Council 1, New York. Pres., W. K. Barry; V.-Pres., J. R. Williams; Sec'y-Treas., E. J. Johnson; Delegates, J. J. Mahoney, E. J. Johnson, F. Peters, H. R. Learson.

Plant Division Council 2, Philadelphia. Pres., J. W. Loeber; V.-Pres., C. C. Murray; Sec'y-Treas., H. L. Hudson; Delegates, J. W. Loeber, M. S. Buck, S. R. Pickett, C. C. Murray.

Plant Division Council 3, Atlanta. Pres., A. T. Carter; V.-Pres., M. C. Adair; Sec'y-Treas., C. G. Harvey; Delegates, M. C. Adair, G. A. Richardson, C. Williams, E. P. Keene.

Plant Division Council 4, Chicago. Pres., A. C. Kadlec; V.-Pres., W. E. Barber; Sec'y-Treas., A. G. Henning; Delegates, A. C. Kadlec, J. L. Appling, A. G. Henning, W. E. Barber.

Plant Division Council 5, St. Louis. Pres., H. E. Schreiber; V.-Pres., W. R. Martin; Sec'y-Treas., R. C. Mann; Delegates, R. C. Mann, J. C. Barnard, M. M. O'Neill, J. T. Arnote.

General Office Council, New York. Pres., E. J. Padmore; V.-Pres., E. T. Bryant; Sec'y-Treas., Adele B. Meusburger; Delegates, E. T. Bryant, E. J. Padmore, A. T. Crounse, R. C. Silvers, R. H. Thurston, W. J. Woods, Adele B. Meusburger.

DISTRICT BOARDS

Traffic District Board 11, New York. Pres., Gladys H. Powers; V.-Pres., Teresa Duffy; Sec'y-Treas., Eleanor G. Padley; Delegates, Gladys H. Powers, Teresa Duffy.

Traffic District Board 12, Boston. Pres., Jennie L. Smith; V.-Pres., Marie E. McKernan; Sec'y-Treas., Anna E. V. Tessier; Delegates, Helen J. Koen, Anna E. V. Tessier.

Traffic District Board 13, Buffalo. Pres., Hazel Hedges; V.-Pres., Grace Schneider; Sec'y-Treas., Jessie M. Barnes; Delegates, Hazel Hedges, Mary Schiffhauer.

Traffic District Board 21, Philadelphia. Pres., Rosalie I. Mooney; V.-Pres., Jessie E. Gifford; Sec'y-Treas., Marie B. Stokes; Delegates, Nellie H. Plunkett, Rosalie I. Mooney.

Traffic District Board 33, Montgomery. Pres., Edna L. Pugh; V.-Pres., Mary O'Connor; Sec'y-Treas., Mrs. Bessie K. Daniel; Delegates, Edna L. Pugh, Mrs. Bessie K. Daniel.

Traffic District Board 34, Memphis. Pres., Julia D. Doyle; V.-Pres., M. Lucile Dorman; Sec'y-Treas., Zanie Wing; Delegates, Zanie Wing, M. Lucile Dorman.

Traffic District Board 35, Louisville. Pres., Mary E. White; V.-Pres., M. Alma Shehan; Sec'y-Treas., Winona Estes; Delegates, Mary E. White, M. Alma Shehan.

Traffic District Board 42, Indianapolis. Pres., Golda B. Warren; V. Pres., Susanna Conrad; Sec'y-Treas., Christine B. Carden; Delegates, Golda B. Warren, Susanna Conrad.

Traffic District Board 43, Minneapolis. Pres., Madeliene M. Hauskins; V.-Pres., Mabel J. Wensole; Sec'y-Treas., Beatrice Bell; Delegates, Madeliene M. Hauskins, Beatrice Bell.

Traffic District Board 52, Kansas City. Pres., Mrs. Louise Boynton; V.-Pres., Maxine Broderick; Sec'y-Treas., Helen Billow; Delegates, Mrs. Louise Boynton, Maxine Broderick.

Traffic District Board 53, Oklahoma City. Pres., Leona V. Worel; V.-Pres., Mary Ina Beckner; Sec'y-Treas., Mrs. Audrey Cochran; Delegates, Mae Phy, Mrs. Audrey Cochran.

Traffic District Board 61, Cleveland. Pres., Eileen Ferguson; V.-Pres., Elsa Kertscher; Sec'y-Treas., Anna C. Kubik; Delegates, Elsa Kertscher, Mrs. Hazel B. Lyle.

Traffic District Board 62, Cincinnati. Pres., Myrtie Garrison; V.-Pres., Lillian Woeste; Sec'y-Treas., Olive Atchison; Delegates, Myrtie Garrison, Helen Deters.

Traffic District Board 63, Toledo. Pres., Ellen Harrington; V.-Pres., M. Donelda Schick; Sec'y-Treas., Mary M. Doyle; Delegates, Ellen Harrington, Mary M. Doyle.



Plant District Board 11, New York. Pres., W. L. Raby; V.-Pres., J. E. Johnson; Sec'y-Treas., Grace F. Bacon; Delegates, J. E. Johnson, J. J. Mahoney.

Plant District Board 13, Boston. Pres., W. O. Currier; V.-Pres., P. S. Maisack; Sec'y-Treas., H. S. Bennett; Delegates, W. O. Currier, E. J. Johnson.

Plant District Board 16, Buffalo. Pres., F. J. Stafford; V.-Pres., F. S. Babcock; Sec'y-Treas., L. R. Higgins; Delegates, F. G. Griesmyer, J. R. Williams.

Plant District Board 22, Washington. Pres., J. W. Loeber; V.-Pres., H. L. Hudson; Sec'y-Treas., A. F. Rogers; Delegates, J. W. Loeber, H. L. Hudson.

Plant District Board 24, Harrisburg. Pres., W. F. Leisman; V.-Pres., H. H. Deppen; Sec'y-Treas., W. H. McCormick; Delegates, W. F. Leisman, F. W. Moorhead.

Plant District Board 31, Atlanta. Pres., J. P. Reagor; V.-Pres., W. H. Painter; Sec'y-Treas., S. W. Newlan; Delegates, A. F. Zerbst, W. H. Painter.

Plant District Board 34, Birmingham. Pres., W. A. La Borde; V.-Pres., E. Wilson; Sec'y-Treas., C. G. Harvey; Delegates, C. G. Harvey, E. P. Keene.

Plant District Board 35, Nashville. Pres., O. L. Baldinger; V.-Pres., J. W. Hommrich; Sec'y-Treas., Sara O. Gray; Delegates, C. Williams, S. B. Graham.

Plant District Board 42, Indianapolis. Pres., F. H. Mohr; V.-Pres., C. S. Turner; Sec'y-Treas., R. E. Waldo; Delegates, E. M. Steenbergen, R. E. Waldo.

Plant District Board 43, Cincinnati. Pres., S. V. Adkins; V.-Pres., E. P. Barnes; Sec'y-Treas., J. A. Landaker; Delegates, E. P. Barnes, J. L. Appling.

Plant District Board 44, Cleveland. Pres., C. Smith; V.-Pres., G. L. Meagher; Sec'y-Treas., Cora M. Webber; Delegates, J. P. Higgins, C. Smith.

Plant District Board 45, Detroit. Pres., J. B. Forbes; V.-Pres., P. A. Hall; Sec'y-Treas., F. H. Fox; Delegates, J. B. Forbes, W. C. Abele.

Plant District Board 46, Minneapolis. Pres., E. H. Soloman; V.-Pres., J. B. Harker; Sec'y-Treas., A. W. Koppes; Delegates, E. L. Campbell, J. B. Harker.

Plant District Board 48, Omaha. Pres., F. J. Ladd; V.-Pres., C. E. Johnson; Sec'y-Treas., N. O. Anderson; Delegates, E. R. Wright, F. J. Ladd.

Plant District Board 52, Kansas City. Pres., L. J. Tucker; V.-Pres., H. D. Manring; Sec'y-Treas., J. T. Arnote; Delegates, J. T. Arnote, W. R. Martin.

Plant District Board 57, Denver. Pres., W. J. Roberts; V.-Pres., T. E. Payne; Sec'y-Treas., C. F. Johnson; Delegates, T. E. Payne, C. F. Johnson.

In the Spring of '79

(Continued from page 19)

burglar alarms connected with this office and being answered he cryptically remarked, "By Jove!" and putting on a rather satisfied expression said, "Thank you. Good morning," and disappeared, leaving me to wonder for a little while who he might be. But I had plenty to do, and the episode soon passed

from my mind.

Within a week I received a letter signed Theodore N. Vail, which asked me to come to Boston to see him if I could spare a day. I was not surprised, as Mr. Pope had a few days before told me that he had spoken of me to Mr. Vail, and I decided that it might be worth my while to spare a day. On reaching Boston (the date was June 17, 1879), I went to Mr. Vail's office, then at 95 Milk Street, and saw that he was the mysterious man who had interestedly watched me all night at work. He smiled in his own quizzical fashion, and said, "Well, everything worked all right that morning, didn't it? That was all I was waiting for."

We then had a brief conversation, in the course of which he explained that he had been talking with Mr. Pope that day, and that the latter had told him what I was going to do. The idea then came to him that he would like to see me and see me at work without himself being known. That was about all that was said. Indeed, he seemed too busy to talk or be talked to, and I returned to New York without the slightest notion of what he might have in mind, but myself thinking that I might as well have stayed

at home.

However, within the week I received another letter from Mr. Vail initiating a correspondence which before the end of July, 1879, landed me in the employ of the National Bell Telephone Company to begin my service of 40 years in and for the Bell System.



Division 4 Plant Council delegates don't appear any the worse for wear after a five days' session in Chicago discussing Association matters

Enter District 43, Plant

FFECTIVE March 1, 1922, an additional district was organized in Division 4, comprising the southern part of Ohio and part of Kentucky and Indiana. This district is known as District 43 and its headquarters are located at Cincinnati, O. U. S. Slemmer, formerly Division Supervisor of Special Contract Service at Chicago, has been appointed District Plant Superintendent in charge of

the new district. In connection with this change the boundaries of Districts 42, 44 and 45, with headquarters at Indianapolis, Cleveland and Toledo, respectively, were changed and the district headquarters formerly located at Toledo were moved to Detroit.

The new district will be composed of the Phoneton, Columbus and Cincinnati testrooms, and the testboards at Cambridge and Camp Chase. It will be bounded on the west by the Indiana state line, on the north by the Pittsburgh-St. Louis line, east by the Cuyahoga Falls-Charleston line and extend down into Kentucky, there to find its southern boundary.

The new Plant Superintendent of District 43 began his career in the telephone business as a Morse operator at Phoneton, going from there to Cincinnati as chief testboard man. Two years ago he was appointed supervisor of special contract service of Division 4, Chicago, and now takes up his duties as superintendent of the new district with headquarters at Cincinnati.

F. W. Forsthoefel, formerly Chief Clerk to S. J. Ewald, Plant Superintendent of District 42, will work with Mr. Slemmer in the same capacity. E. Cutler, Inspector, comes from the Chicago district office, where he was engaged in transmission work. G. N. DeWitt, Line Inspector from the Cleveland district, retains the same position

in the Cincinnati office. Miss Ethel Sommers, a clerk in the Cincinnati district Traffic office, has been appointed cashier in District 43.

Commemorating the passing of Phoneton from District 44 to the new District 43, the Phoneton Plant employees held a banquet at the Home Lawn Inn, Tippecanoe City, O., at which U. S. Slemmer, newly appointed Plant Superintendent of District 43, and L. J. Harter, Plant Superintendent of District 44, were guests of honor.

The first speaker was L. N. Stoskopf, Supervisor of Service, who addressed the assemblage from his office in New York by means of the Long Lines and local loud speaker installation. Other speakers present at the banquet followed him.



U. S. Slemmer leaves Chicago to take charge of District 43, at Cincinnati, as District Plant Superintendent

Chicago Rallies

It would be hard to describe the feelings of the Chicago prs. when entered thev office February 22 and saw the line trouble. They were heartsick for they realized only too well what it would mean for their per cent. completed. It was hard to make the best of it for we Chicagoans had been having very mild weather and could

hardly believe the report of sleet storms in Wisconsin and Minnesota. Gertrude Kress, a Chicago supervisor whose home is in Tomah, Wis., where the storm did the most damage to telephone lines, obtained some remarkable pictures. Anne Wedemeyer, another Chicago supervisor, was visiting in Schleisingerville, Wis., at the time of the storm. She tells us the young people of "Slinger" skated down the streets and in their yards. The grass, trees and telephone wires all had a coat of ice two inches thick.—C. H. M.

Cleveland, fifth city of the country, will be the meeting place of the Telephone Pioneers of America for their ninth annual convention, September 29, 30. More later.

Two More New Plant Districts

TWO new districts, to be designated Districts 12 and 14, with head-quarters at New Haven and Albany, respectively, are formed within Plant Division 1, effective April 1, 1922. The territory of District 12 is identical with that of former District 12, which was combined with District 13 in 1918. District 14 includes practically all the territory in former Districts 14 and 15, with head-quarters at Troy and Syracuse, respectively, which were absorbed by the New York and Buffalo districts in 1918.

E. B. Holden, in charge of telegraph service results in the office of the General Plant Manager, is the new District 14 Plant Superintendent at Albany, and R. J. Lister, Outside Plant Engineer at New York, the new District 12 Plant Superintendent at New Haven.

It is expected that these changes in territory will promote maintenance efficiency by making it possible for the district superintendents to supervise their territory more intensively. The changes will also facilitate our dealings with associated companies as the changes, generally speaking, will make our district boundaries co-extensive with those of an associated company or a division of an



R. J. Lister leaves his job of Outside Plant Engineer to shape the course of District 12, at New Haven



E. B. Holden goes to Albany, N. Y., where he will be the District Plant Superintendent of the new District 14

associated company and locate our district plant superintendents at points where associated companies have their head-quarters.

Another Mystery Dance

"Their faces are the sweetest, Their ankles are the neatest, And they dance most divinely In Kentucky."

So thought the members of the Louisville Plant Department when the Plant branch joined with the Traffic branch in giving a masked dance. The affair was held in the Company's quarters. For those who did not care to dance the committee arranged games, so there was little chance of a dull evening for any one.

District Plant Superintendent J. E. Gregory, being in town, dropped in to look on, but succumbed to the temptation to dance and didn't miss a set (Nashville papers please do not copy).

The Plant men have voted that the Traffic are a bunch of good fellows and they are looking forward to the next social with avidity (that's a good word!).

"The manuscript," says Canby, "that cannot be improved by editing is rare."

Gotham's Arabian Night

TUESDAY evening, March 14, saw the rest room and operators' quarters of the New York office turned into a grand bazaar that had all the flavor and aspect of an Arabian street scene with the up-to-date appearance of half a dozen Fifth Avenue department stores all thrown into one.

The bazaar was held under the auspices of the Welfare Department and Branch 97 of the Employees' Association for the purpose of establishing a Good Will Fund; and for a month before a committee representing the various units of the New York District Traffic was busily engaged planning ways and means of preparing for and conducting the event. It was worth every bit of the effort, too, for enough money was taken in to materially aid the Fund in fulfilling its purpose.

There were 11 booths, occupied by various departments and sections. One booth was that of the Women's Pioneer Club, composed of 16 women Telephone Pioneers in the New York district and division Traffic offices

In a room adjoining the rest room, tents were pitched and four fortune tellers held forth. One sold a cup of tea and a piece of cake and told your future after you drank the tea and were eating the cake. Another read your palm. The other two displayed their powers of clairvoyancy by means of playing cards.

Among the many things sold were a canary, a Pekinese puppy, a string of pearls, and a bride's lingerie outfit.—F.R.N.

Give 'Er Gas

(Continued from page 17)

projecting tree stumps caught my luggage carrier, twisted it out of all recognition and threw my grips into the creek 8 feet below. The rear tire of the car was within an inch of the edge of the bridge. Twice my car skidded and turned completely around. Three times in one day it had to be hauled out of the mud. Twice in one week I broke the front springs bucking holes. In the Kentucky and Tennessee mountains on three different occasions I hired natives to pilot me through the woods, as it was impossible for strangers to make it alone.

was impossible for strangers to make it alone.
From Knoxville, Tenn., to Somerset, Ky., the route I had to follow was worse than anyone can imagine. The pitfalls and dangers that surround it are many and just how I got through without an argument or holdup is more than the natives could understand.

The next day I drove 45 miles in nine and a half hours. For miles at a time my progress was so slow the dial hand on my speedometer never left zero. Frank Dowlen, our section lineman at Somerset, Ky., advised me not to try to go north alone as there was a serious detour of several miles. A neighbor of his consented to go with me past the danger zone, which was not reached until long after we left the main highway and had turned into the woods, driving this way, then that, to the right of this, to the left of that, turning indefinitely.

When I came out of the Tennessee-Kentucky

When I came out of the Tennessee-Kentucky mountains, I was high up on a sky line trail and I'll never forget the picture of the valley below.

Passing through upper Kentucky, I crossed the Ohio River at Cincinnati and forged onward to Columbus, O., Wheeling, W. Va. and Pittsburgh. After leaving the last named town, I willingly hit the Lincoln Highway for Ligonier, Bedford, Shippensburg, Harrisburg and my own neglected fireside.

My convictions still lean as strongly as ever to the automobile for my kind of work, but you can't push a car where there are no roads. If you're a fanatic on touring, just remember the words of Babe Ruth, the Sultan of Swat, who said, "There's no base like home."



Eleven booths at the New York fair sold, among other wares, a canary and a Pekinese pup

St. Louis' Tackey Party

to express the good time all enjoyed at the tackey party held by all St. Louis Association branches at the Architects' Club. It was given during the Division Council meeting here and had as visitors all the delegates to the Plant and Traffic Councils.

Mr. Crosby of the General Office was a guest and acted as one of the judges of the tackiest costume.

ickiest costume.

Bucking a Blizzard

LEET, accompanied by a high wind, was falling along our Chicago - Minneapolis line between Tomah and Hixton, Wis. About 3 p. m. the wind rose, the temperature dropped rapidly, the sleet turned to snow and a blizzard set in.

Trouble began to develop and by 7:50 p. m. all telephone circuits were in trouble centering at Black River Falls, 40 miles north of Tomah. Trains were running late and could not be relied upon; in fact, before morning one train was abandoned.

The Tomah section lineman, Ray Snider, believed that by starting at once and using his own car, he could cover the 40 miles to Black River Falls or at least get far enough to make the last part on foot by morning. Help could not be depended upon, as few settlers, except shiftless Indians, live among these sand hills. He left Tomah about 9 p. m. with his brother Edward Snider and Louis Storkel. Traveling through the blizzard at a rate of less than 10 miles an hour, they reached Black River Falls between 1 and 2 in the morning.

Expecting trouble in the 350-foot river span where the line crosses the Black River just above the power dam, they made an examination and found one of the top wires broken about 10 feet from the fixture. The



Julia Lehnerts, before and after taking part in the St. Louis tackey party. It's our idea of a good make-up

other end was out on the ice where the water was about 25 feet deep.

Ray Snider started after it but the ice began to crack and he returned to the bank. Two boys who put in an appearance said the ice was unsafe and not frozen clear across. they were only about half weight of a man, a tempting offer was made to the one who

would go out with a rope tied around his waist and bring back the end of the wire. But they refused.

It was then agreed that Louis Storkel, who weighed the least of the three men, should make the attempt. With a half-inch rope fastened to his safety belt he went out on the ice, which was covered with wet snow and was very slippery. He fully expected a cold midnight ducking, which would have been particularly unpleasant after the chilly four-hour ride. However, he found the

end of the wire about 150 feet out and returned over the cracking ice without mishap.

In this way three Chicago-Minneapolis circuits were made good at 3:20 a. m. and these were the only circuits restored to service until after daybreak, as most of the other wires were smaller gauge and had been crossed or broken in a number of places by the sleet.

For Mothers

RAFFIC Branch 98, Pittsburgh, held a "Mothers' Nite" house party, Friday, February 17. Did we have refreshments? You should have seen the menu: we prepared it ourselves.

Then we did stunts to entertain our guests—singing, dancing, "speeching" and acting. Afterward Superintendent and Mrs. Bayley led the way to the switchboards where each girl had a chance to explain to her mother just what her work was.—A. M. H.

Peggy Bobs Her Curls

Oh, yes, had it done Saturday.

A One-sided Townsend in

A One-sided Dialogue Overheard by Beth Townsend in the Philadelphia Rest Room

crowd.

he wants to) I went right out from work with Mary and two

Do you really like it?... No, I don't have to have it waved. It's naturally curly ... Well, everybody likes it better this way—nearly everybody, that is No, he didn't. In fact, he had the nerve to get peeved about it! Yes, you did miss a lot while you were away, Vi. On your relief? So'm I. Let's sit here. I'll tell you.

"Well, when Jimmie first saw my hair bobbed last Sunday night, he nearly had a fit! Now you know, Vi, all the really upto-date girls have theirs bobbed and besides, everybody liked mine that way except Jimmie. He said it may be all right for other girls but he didn't like his girl to wear hers bobbed. Can you imagine anyone so old-fashioned? . . . No, I hadn't thought he was that way either.

"Well, we had some scrap after that and I told him finally I would not be bossed. And he needn't take me out any more on account of not liking the way I looked. Maybe he didn't bang the door after him (that red hair of his matches his temper, you know). Mother said he called up the next day but I was working double tour and went shopping instead of going home. I suppose he was 'sorry,' as usual!

"The next day was Monday and the night of our big Association dance, and I had planned to go with Jimmie. I didn't know what to do, for all the girls were going, when Mary Vance (she sits next to me on Single Ticket Out) said, 'Why don't you go without a fellow, Peggy? It's on a poster today that they've sold a bunch of tickets to some chaps who are going stag.' By the way, aren't they going in strong for posters here now? They certainly did advertise the dance this time. Funny ones about it every day. Didja see the one saying that girls wearing galoshes could check them free?

"Well, even though I had the blues (you know how you'd feel, because Jimmie can be nice when at 38th and Market.

"It certainly was a shame you couldn't come, Vi, for there were more men than girls and maybe the girls weren't popular! The hostesses kept going around getting everybody acquainted and there was a 'mixer dance' where the man was given a numbered tag and had to look for the girl with the corresponding number. That was lots of fun, although there were some mixups trying to find your number in that big

other girls on the 'L' to the K. of C. Hall

"Mary Vance's brother Bill came in late and I had the peachiest moonlight waltz with him. By the end I was all wrapped up in rolls of confetti. It looked too pretty with the colored spotlights here and there on the people.

"Well, Vi, I'd never expected to have such a good time, on account of being mad at Jimmie. N'everything. But I forgot all about it, and when Mary's brother asked to take me home I was too surprised for anything to find it was 12 o'clock. Which reminds me, my relief's almost up.

"The music was the peppiest ever and most of my partners surely could step some.

The floor wasn't crowded at first, and one of the men showed me some new steps. They must be doing them in New York, for he told me he just came over from there on account of the new Division Plant 2 office opening.

He said he didn't know many people here but he'd heard that Philadelphia was noted for its pretty girls. He knew it was so, he said, because he'd seen several from our operating room but hadn't had a chance to meet any of them before. He had a good line but I've heard just as smooth ones here in Quakertown.

"Mary's brother likes bobbed hair. I asked him. He said he thinks it's one of the most sensible styles he's seen, and he's especially keen on it when it's curly."



"I told him I would not be bossed"

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AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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C. H. FULLER
General Commercial Representative

E. T. WRIGHT Commercial Engineer

W. E. BELL Division Commercial Supt., Chicago

H. McDonald Commercial Representative, Boston

H. Homer Commercial Representative, Philadelphia

W. L. DUSENBERRY Commercial Representative, Atlanta

V. C. BARLOW Commercial Representative, Cleveland

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General Plant Manager

W. D. STAPLES
(Special Assignments)

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L. S. CROSBY Supervisor of Instruction

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L. R. JENNEY
Division Plant Supt., New York

J. L. McKay
Division Plant Supt., Philadelphia T. N. LACY Division Plant Supt., Atlanta

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B. C. Bellows
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ARE YOU A PROMOTING PARTNER?

When we took the job we became WORKING PARTNERS

When we bought stock we became FINANCIAL PARTNERS

How many of us have qualified as PROMOTING PARTNERS?

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It's our own business. Let's get behind it

Talk about it Sell it

TELEPHONE SERVICE is so much a part of our everyday life we forget that other people may overlook it. If an acquaintance wants to reach a person in another town, recommend the telephone. Be on the job at all times.

Every toll or long distance call is a part of the business in which we are vitally interested. Promote one and become a Promoting Partner. And don't forget this: the more we know about our business, the more we can talk about it.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

SUPERVISORY EMPLOYEES

SUPPLEMENT LONG LINES, APRIL, 1922

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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T. G. MILLER	General Plant Manager
J. L. R. VAN METER	General Traffic Manager
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C. M. Bracelen	General Solicitor
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M. R. Koehler	Secretary, Benefit Committee
L. S. MURPHY	Personnel Representative
T. T. Cook	Editor, Long Lines

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General Commercial Representative	C. H. FULLER	New York
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Commercial Representative	C. BARNETT	Chicago
Commercial Representative	V. C. Barlow	Cleveland
Commercial Representative	H. McDonald	Boston
Commercial Representative	H. Homer	Philadelphia
Commercial Representative	W. L. DUSENBERRY	Atlanta
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General Plant Manager

T. G. MILLER

New York

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Special Assignments	W. C. NAGEL	New York
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Supervisor of Instruction	L. S. Crosby	New York
Supervisor of Records	F. M. Evans	New York
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C. E. BALDWIN	New York
R. H. Ross	New York
F. Peters	New York
W. K. BARRY	New York
W. F. Norris	New York
J. Ivens	New York
J. L. MURPHY	New York
K. R. ALLEN	New York
W. J. Talbot	New York
C. Friedlander	New York
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H. W. EARL	New York
B. A. SMITH	New York
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	H. V. BRIESEN C. E. BALDWIN R. H. ROSS F. PETERS W. K. BARRY W. F. NORRIS J. IVENS J. L. MURPHY K. R. ALLEN W. J. TALBOT C. FRIEDLANDER N. O. SCHAEFER H. W. EARL B. A. SMITH

DISTRICT 11

District Plant Superintendent	H. G. SPOHR	New York
District Inspector	H. C. READ	New York
District Chief Clerk	J. Peavoy	New York
District Line Inspector	J. A. McNanna	New York
Chief Testboard Man	J. C. Powers	New York
Repeater Chief	T. Doyle	New York
Chief Equipment Man	R. WHITE, JR.	New York

DISTRICT 12

District Plant Superintendent	R. J. LISTER	New Haven, Conn.
District Chief Clerk	W. O. CURRIER	New Haven, Conn.
District Inspector	A. H. KINGMAN	New Haven, Conn.
District Line Inspector	A. Kerr	New Haven, Conn.
Chief Testboard Man	L. E. Watson	New Haven, Conn.
Chief Equipment Man	R. I. Dixon	New Haven, Conn.
Chief Testboard Man	A. W. LAWSON	Hartford, Conn.
Chief Equipment Man	J. Woodcock	Hartford, Conn.

DISTRICT 13

District Plant Superintendent	C. C. QUIMBY	Boston
District Line Inspector	A. A. MACDONALD	Boston
District Line Inspector	M. Shea	Boston
District Chief Clerk	F. E. LYMAN	Boston
Special Contract Service Inspector	C. T. THOMPSON	Boston
Chief Testboard Man	G. M. Fraser	Boston
Chief Equipment Man	P. E. TUBMAN	Boston
Chief Testboard Man	F. H. Steele	Springfield, Mass.
Chief Testboard Man	I. W. GERRING	Providence, R. I.
Chief Equipment Man	G. L. Smith	Providence, R. I.

DISTRICT 14

District Plant Superintendent	E. B. Holden	Troy, N. Y.
District Chief Clerk	L. A. Stamler	Troy, N. Y.
District Inspector	B. W. Shir-Cliff	Troy, N. Y.
District Line Inspector	B. Johnson	Syracuse, N. Y.
Chief Testboard Man	C. C. HICKS	Troy, N. Y.
Chief Equipment Man	E. D. FAY	Troy, N. Y.
Chief Testboard Man	C. L. LAWRENCE	Syracuse, N. Y.
Chief Equipment Man	F. R. West	Syracuse, N. Y.

District Plant Superintendent	M. W. Ingraham	Buffalo
District Inspector	M. H. KUEHN	Buffalo
District Chief Clerk	F. M. LINCOLN	Buffalo
District Line Inspector	I. N. Smith	Buffalo
Chief Testboard Man	W. S. Pryor	Buffalo
Chief Equipment Man	J. H. PAYNTER	Buffalo



DIVISION 2 DIVISION OFFICE

Division Plant Superintendent	J. L. McKay	Philadelphia
Division Plant Engineer	H. H. NANCE	Philadelphia
Outside Plant Engineering	M. P. McCormick	Philadelphia
Inside Plant Engineering	A. H. Burns	Philadelphia
Transmission Engineering	A. L. Jones	Philadelphia
Division Superintendent of Line Construction	F. E. GALBRAITH	Philadelphia
Chief Clerk to Division Superintendent of Line Construction	E. W. Higbee, Jr.	Philadelphia
Division Supervisor of Lines	W. E. AINSWORTH	Philadelphia
Division Superintendent of Equipment Construction	C. L. Schenck	Philadelphia
Chief Clerk to Division Superintendent of Equipment Construction	T. L. Pease	Philadelphia
Division Supervisor of Special Contract Service	W. H. KLINE	Philadelphia
Division Chief Clerk	T. L. HAYES	Philadelphia
Division Accountant	A. Mueller	Philadelphia
Special Assignments	B. C. JUTTEN	Philadelphia
Special Assignments	S. H. Webster	Philadelphia

DISTRICT 21

District Plant Superintendent	H. M. Streeter	Philadelphia .
District Inspector	J. A. Gilson	Philadelphia
District Chief Clerk	J. O'D. DUNLAP	Philadelphia
Chief Testboard Man	A. G. Strickland	Philadelphia
Chief Equipment Man	W. E. OLIVER	Philadelphia
Chief Testboard Man	E. W. Fry	Princeton, N. J.

District Plant Superintendent	E. R. ALBRECHT	Washington, D. C.
District Chief Clerk	W. J. SUITER	Washington, D. C.
Chief Testboard Man	W. GLADSTONE	Baltimore
Chief Equipment Man	H. J. LELLIOT	Baltimore
Chief Testboard Man	W. S. Young	Richmond
Chief Equipment Man	A. J. Wood	Richmond
Chief Testboard Man	G. E. Hudson, Jr.	Washington, D. C.
Chief Equipment Man	T. H. ATKEISON	Washington, D. C.
Chief Testboard Man	S. R. GENTRY	Charleston, W. Va.
Chief Testboard Man	W. R. Buckley, Jr.	Lynchburg, Va.
Chief Equipment Man	F. V. Bourdon	Elkton, Md.

DISTRICT 23

District Plant Superintendent	G. Mezger	Pittsburgh
District Chief Clerk	A. W. Charlton	Pittsburgh
Chief Testboard Man	C. E. WILLIAMSON	Pittsburgh and
•		Brushton, Pa.
Chief Equipment Man	J. K. O'Shaughnessy	Pittsburgh and
		Brushton, Pa.
Repeater Chief	W. S. MARTIN	Pittsburgh
Chief Testboard Man	W. R. McMullin	Bedford, Pa.
Chief Testboard Man	P. J. Snelson	Ligonier, Pa.

DISTRICT 24

District Plant Superintendent	P. M. HALL	Harrisburg
District Inspector	W. L. Rowe	Harrisburg
District Chief Clerk	A. G. GOODYEAR	Harrisburg
Chief Testboard Man	I. A. FAGER	Harrisburg
Chief Equipment Man	C. H. Dorr	Harrisburg
Chief Testboard Man	J. C. HENSCHKE	Dallastown, Pa.
Chief Testboard Man	E. C. MILLER	Altoona, Pa.
Chief Testboard Man	C. W. DIEFFENBACH	Reading and
•		Temple, Pa.
Chief Testboard Man	Е. М. Косн	Scranton, Pa.
Chief Testboard Man	H. C. RUPP	Shippensburg, Pa.

DIVISION 3 DIVISION OFFICE

Division Plant Superintendent	T. N. LACY	Atlanta
Acting Division Plant Engineer	D. H. WOODWARD	Atlanta
Inside Plant Engineering	W. J. LYNCH	Atlanta
Outside Plant Engineering	C. F. von Gunten	Atlanta
Transmission Engineering	R. P. GLOVER	A tlan ta
Division Superintendent of Line Construction	W. I. LATTA	Atlanta
Chief Clerk to Division Superintendent of Line Construction	J. Arnold	Atlanta
Division Supervisor of Special Contract Service	E. J. Conover	Atlanta
Division Chief Clerk	J. E. FAW	Atlanta
Maintenance, Methods and Results	C. E. HARRISON	Atlanta

District Plant Superintendent	J. H . Gіввя	A tlanta
District Inspector	C. N. THIBAUT	Atlanta
District Chief Clerk	O. D. PEET	Atlanta

Chief Testboard Man	J. I. MITCHINER	Atlanta
Chief Equipment Man	R. E. Kehoe	Atlanta
Chief Testboard Man	J. C. LEMAN	Jacksonville, Fla.
Equipment Attendant in Charge	G. W. Brice	Jacksonville, Fla.
Chief Testboard Man	P. C. WILEY	West Palm Beach, Fla.
Chief Equipment Man	R. N. Spence	Key West, Fla.
Equipment Attendant in Charge	I. A. Huffaker	West Palm Beach, Fla.
Chief Testboard Man	H. C. Morris	Key West, Fla.

DISTRICT 33

District Plant Superintendent	J. C. BEALL	Charlotte, N. C.
District Chief Clerk	H. B. Moring	Charlotte, N. C.
Chief Testboard Man	L. C. MERRELL	Charlotte, N. C.
Testboard Man in Charge	A. W. Hill	Spartanburg, S. C.
Chief Equipment Man	R. M. MILLER	Charlotte, N. C.
Chief Testboard Man	C. R. HOOTEN	Denmark, S. C.
Chief Equipment Man	H. S. Boozer	Denmark, S. C.
Chief Testboard Man	E. O. Wood	Selma, N. C.
Equipment Attendant in Charge	R. E. KIRKLAND	Selma, N. C.
Chief Testboard Man	T. W. SMITH	Greensboro, N. C.

DISTRICT 34

District Plant Superintendent	W. H. BARNES	Birmingham, Ala.
District Inspector	I. Kuniansky	Birmingham, Ala.
District Chief Clerk	W. E. SIMPSON	Birmingham, Ala.
Chief Testboard Man	L. B. Thompson	Birmingham, Ala.
Chief Equipment Man	C. H. RAGLAND	Birmingham, Ala.
Chief Testboard Man	C. L. SAUNDERS	Albany, Ala.
Chief Equipment Man	E. W. KENNEDY	Albany, Ala.
Chief Testboard Man	J. S. MANCILL	Montgomery, Ala.
Chief Equipment Man	J. W. HARRISON	Montgomery, Ala.
Chief Testboard Man	W. T. Naff, jr.	Mobile, Ala.

District Plant Superintendent	J. E. Gregory	Nashville, Tenn.
District Inspector	W. J. Shoaff	Nashville, Tenn.
District Chief Clerk	T. A. Springfield	Nashville, Tenn.
Chief Testboard Man	L. E. WHITMORE	Nashville, Tenn.
Equipment Man in Charge	R. M. FOWLER	Nashville, Tenn.
Chief Testboard Man	A. M. PITZER	Louisville, Ky.
Chief Equipment Man	W. L. Dotson	Louisville, Ky.
Chief Testboard Man	Z. P. Bowers	Memphis, Tenn.
Chief Equipment Man	J. H. Cook	Memphis, Tenn.
Chief Testboard Man	T. E. DURRETT	Harriman, Tenn.

DIVISION 4

DIVISION OFFICE

Division Plant Superintendent	S. Hogerton	Chicago
Division Plant Engineer	L. W. GERMAIN	Chicago
Transmission Engineering	E. C. CARR	Chicago
Inside Plant Engineering	R. O. MILLER	Chicago
Outside Plant Engineering	H. F. FLORY	Chicago
Equipment Maintenance Studies	D. A. HUNTER	Chicago
Division Superintendent of Line Construction	W. K. MIGRATH	Chicago
Chief Clerk, Line Construction	S. K. BAKER	Chicago
Chief Clerk, Routine Clerical Work	C. G. GORBY	Chicago
Clerk, Cable Construction	J. B. Rutherford	Chicago
Division Superintendent of Equipment Construction	E. J. Benzing	Chicago
Division Supervisor of Special Contract Service	H. N. BEACH	Chicago
Division Chief Clerk	J. W. GALLAGHER	Chicago
Division Accountant	L. E. KLEKAMP	Chicago

DISTRICT 41

District Plant Superintendent	C. H. KEHNROTH	Chicago
District Inspector	W. H. Schrader	Chicago
District Chief Clerk	H. W. G. Church	Chicago
District Line Inspector	G. Harker	Chicago
District Line Inspector	W. I. SEAVEY	Chicago
Chief Testboard Man	G. L. Salisbury	Chicago
Chief Equipment Man	W. U. Green*	Chicago
Chief Equipment Man	G. E. Johnson*	Chicago
Chief Testboard Man	E. W. LaBarre	Bloomington, Ill.
Chief Testboard Man	A. F. ALLEN	Peoria, Ill.

^{*} Illinois Bell Co. (Long Lines Division) Employees.

DISTRICT 42

District Plant Superintendent	S. J. EWALD	Indianapolis
District Inspector	W. C. Hughes	Indianapolis
District Chief Clerk	R. W. Boyer	Indianapolis
District Line Inspector	T. H. Helsly	Indianapolis
Chief Testboard Man	G. A. Nancarrow	Indianapolis
Chief Equipment Man	W. Foster	Indianapolis
Chief Testboard Man	H. E. McQuinn	Terre Haute, Ind.
Chief Equipment Man	I. F. HALSTEAD	Terre Haute, Ind.
Chief Testboard Man	A. F. GLEAVES	Evansville, Ind.

District Plant Superintendent	U. S. SLEMMER	Cincinnati
District Inspector	E. Cutler	Cincinnati
District Chief Clerk	F. W. Forsthoefel	Cincinnati

District Line Inspector	G. N. DeWitt	Cincinnati
Chief Testboard Man	F. L. BAIRD	Cincinnati
Chief Testboard Man	R. Russell	Columbus
Testboard Man in Charge	E. P. Barnes	Camp Chase, O.
Chief Testboard Man	L. B. MANCHESTER	Phoneton, O.
Chief Equipment Man	N. O. Anderson	Phoneton, O.
Chief Equipment Man	C. W. Burrows	Cincinnati
Testboard Man in Charge	C. H. REYNOLDS	Cambridge, O.
Di	STRICT 44	•
District Plant Superintendent	L. J. HARTER	Cleveland
District Inspector	A. H. LENZ	Cleveland
District Chief Clerk	P. C. NAUERT	Cleveland
District Line Inspector	C. E. Dotson	Cleveland
Chief Testboard Man	F. E. Gebhard	Cleveland
Chief Equipment Man	G. E. WILLIAMS	Cleveland
Chief Testboard Man	T. H. HARPER	Maumee, O.
Chief Equipment Man	L. Chapman	Maumee, O.
Chief Testboard Man	W. E. CUTLER	Beaverdam, O.
Chief Equipment Man	F. Murray	Beaverdam, O.
מ	ISTRICT 45	
District Plant Superintendent	R. E. RUSSELL	Detroit
District Inspector	W. Roadhouse	Detroit
District Chief Clerk	F. G. ETTER	Detroit
District Line Inspector	A. H. SPROUL	Detroit
Chief Testboard Man	J. F. Heatherson	Detroit
Chief Equipment Man	A. V. Belding	Detroit
Chief Testboard Man	R. H. Hamann	South Bend, Ind.
Chief Testboard Man	E. C. Brown	Ft. Wayne, Ind.
Di	STRICT 46	
District Plant Superintendent	H. M. Fales	Minneapolis
District Inspector	L. W. Brehman	Minneapolis
District Chief Clerk	F. M. J асові	Minneapolis
Chief Testboard Man	T. R. Pratt	Minneapolis
Chief Equipment Man	R. A. Lockwood	Minneapolis
Chief Testboard Man	F. M. BIEBLE	Tomah, Wis.
Chief Testboard Man	C. A. Johnson	Milwaukee
Di	STRICT 48	
District Plant Superintendent	P. K. Harlan	Omaha
District Inspector	P. E. GRISWOLD	Omaha
District Chief Clark	C C Vorma	Omaha



Omaha

Omaha

Omaha

Omaha

G. G. Young

C. N. Bunch

F. J. HARDY

E. T. MUNROE

District Chief Clerk

District Line Inspector

Chief Testboard Man Chief Equipment Man

Chief Testboard Man	J. J. KENNEDY	Des Moines, Ia.	
Chief Testboard Man	P. G. Rush	Davenport, Ia.	
Testboard Man in Charge	W. N. HAMILTON	North Platte, Neb.	
Chief Testboard Man	L. A. VANGILDER	Burlington, Ia.	
Chief Testboard Man	J. T. JENKINS	Waterloo, Ia.	
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DIVISION 5—Dr	VISION OFFICE		
Division Plant Superintendent	G. H. QUERMANN	St. Louis	
Division Plant Engineer	L. L. LUEKING	St. Louis	
Inside Plant Engineering	H. C. SEXTON	St. Louis	
Triside I tutt Engineering Transmission Engineering	S. D. WILBURN	St. Louis	
Division Superintendent of Line Construction	C. J. McGuire	St. Louis	
Chief Clerk to Division Superintendent	C. C. ELLIS	St. Louis	
of Line Construction	C. C. Ellis	St. Louis	
Division Supervisor of Special Contract	F. C. NITSCHE	St. Louis	
Service	C W I	CA T	
Division Chief Clerk	C. W. JEEP	St. Louis	
Division Accountant	J. A. Daniels	St. Louis	
DISTRIC	Γ <i>5</i> 1		
District Plant Superintendent	W. G. NEBE	St. Louis	
District Inspector	M. K. VARNER	St. Louis	
District Chief Clerk	M. H. STIEGEMEIE		
District Line Inspector	T. C. VERMILLION	St. Louis	
Chief Testboard Man	А. Косн	St. Louis	
Testboard Man	C. W. ERICKSON	Little Rock, Ark.	
Chief Equipment Man	J. M. Murry	St. Louis	
DISTRIC	Γ 52		
District Plant Superintendent	A. R. BOARD	Kansas City, Mo.	
District Inspector	J. W. CREASEY	Kansas City, Mo.	
District Chief Clerk	R. L. Hughes	Kansas City, Mo.	
District Line Inspector	E. O. Brown	Kansas City, Mo.	
Chief Testboard Man	L. Haislip	Kansas City, Mo.	
Chief Equipment Man	J. L. BAUERS	Kansas City, Mo.	
Chief Testboard Man	A. W. Knight	Joplin, Mo.	
Chief Testboard Man		Oklahoma City, Okla.	
Chief Testboard Man	T. M. FARISS	Tulsa, Okla.	
Testboard Man	W. A. FINE	Muskogee, Okla.	
Chief Testboard Man	J. E. Boyce	Wichita, Kans.	
DISTRICT 57			
		n _{an}	
District Plant Superintendent	S. McDougall L. L. Glezen	Denver	
District Inspector	I. L. GLEZEN I. R. COLBY	Denver	
District Chief Clerk Chief Testhoard Man	W. N. Hopkins	Denver Denver	
Chief Testboard Man Chief Testboard Man	W. N. HOPKINS W. J. Powers	Garden City, Kans.*	
· · · · · · · · · · · · · · · · · · ·	H. C. LA CHAPELL	-	
Chief Equipment Man	· · · · · · · ·	TO TO CHACL	

^{*} Located in District 52.

TRAFFIC DEPARTMENT

General	Traffic	Manager
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J. L. R. VAN METER New York

GENERAL OFFICE

OBNIBIALD	OTTION	
Assistant General Traffic Manager	E. A. Gray	New York
Circuit Engineer	C. O. RAWALT	New York
Circuit Layout Engineer	K. S. Forbes	New York
Layout Section 1, 1A	F. E. Bunbury	New York
Layout Section 2, 2A, 5	P. S. FARRAR	New York
Layout Section 3	E. B. BARKER	New York
Layout Section 3A, 6	W. E. SMYTH	New York
Layout Section 4	B. B. LINDSAY	New York
Assistant	E. A. Sageman	New York
Layout Statistics	Miss E. A. Gillen	New York
Routing	Miss M. A. Hourihan	New York
Traffic Arrangements	Miss M. W. Woodruff	New York
Equipment Engineer	E. A. Bredt	New York
Equipment Estimates	G. W. Turner	New York
Equipment Section 1	O. K. Tabor	New York
Equipment Section 2	S. A. GEER	New York
Equipment Section 3	L. B. SAVACOOL	New York
General Traffic Supervisor	C. H. HADLOCK	New York
Loads and Force Adjustment	A. W. Morse	New York
Traffic Studies	C. H. GILBERT	New York
Service Observations	W. T. MARTIN	New York
Operating Practice and Training Courses	E. J. Padmore	New York
Operating Practice	W. G. Slocum	New York
Training Courses	Miss J. I. Henderson	New York
Training Courses	Miss E. L. Myers	New York
Training Courses	Miss A. A. Harlan	New York
General Employment Supervisor	H. Thomas	New York
Employment Supervisor	Miss H. E. Waterman	New York
General Methods Supervisor	H. M. DATTON	New York
Methods Supervisor	W. Hothan	New York
Methods Supervisor	F. U. Shugar	New York
Traffic Accountant	F. E. Bridges	New York
Statistician	Miss A. C. Priem	New York
General Clerk	Miss E. A. Wolff	New York

DIVISION 1—Division Office

Division Traffic Superintendent	J. S. BRIDGER	New York
Division Traffic Supervisor	C. E. Cole	New York
Service .	R. L. KEITH	New York
Equipment and Operator Requirements	A. R. Niederhauser	New York
Operator Requirements	H. Hassenfratz	New York
Complaints and Special Studies	F. W. LEYPOLDT	New York
Special Studies	Miss R. E. Plunkett	New York
Division Instructor	Miss M. L. Reed	New York
Division Chief Clerk	D. W. May	New York

DISTRICT 11

District Traffic Superintendent	J. C. LEYPOLDT	New York
Force Adjustment and Facilities	A. J. McClelland	New York
Service Results	J. W. THOMPSON	New York
Employment, Welfare and Clerical	J. B. Goodman	New York
Chief Welfare Supervisor	Miss H. S. Wieget	New York
Employment Supervisor	Mrs. G. Wadsworth	New York
Lunch Room Supervisor	MISS C. B. RICHARDSON	New York
Traffic Chief	J. C. COVERT	New York
Chief Operator	Miss G. K. Dillon	New York
Chief Operator	Miss A. Noon	New York
Chief Operator	Miss A. A. Cassidy	New York
Traffic Chief	F. R. Nichols	New York
Chief Operator	MISS E. PAGE	New York
Chief Operator	Miss E. Rundquist	New York
Chief Instructor	Miss E. E. Dingwall	New York
Chief Operator	Mrs. J. Dunn Lansi	ngburg, N.Y.

DISTRICT 12

District Traffic Superintendent	J. F. Oderman	Boston
District Chief Clerk	T. J. KILLIAN	Boston
Chief Operator	Miss A. T. Toner	Boston
Traffic Chief	A. H. KENYON	Providence, R. I.
Chief Clerk	S. A. HAMMETT	Providence, R. I.
Chief Operator	Miss M. M. Cullen	Providence, R. I.

DISTRICT 13

District Traffic Superintendent	C. V. D. BOLTWOOD	Buffalo
Chief Operator	Miss M. M. Then	Buffalo
Chief Instructor	Miss J. G. Percy	Buffalo
Chief Operator	Miss M. E. McAuliffe	
•	Onondaga 1	Velley N V

DIVISION 2 DIVISION OFFICE

Division Traffic Superintendent	J. P. Wadham	Philadelphia
Division Traffic Supervisor	W. C. Blanchard, Jr.	Philadelphia
Traffic Supervising Assistant	Miss A. T. Byrnes	Philadelphia .
Division Instructor	Miss F. M. Bitner	Philadelphia
Division Service Observer	MISS E. R. BORTON	Philadelphia
Division Chief Clerk	Miss M. H. Grubb	Philadelphia



District Traffic Superintendent	F. S. TWOMEY	Philadelphia
Service	W. J. HERRMANN	Philadelphia
Facilities .	R. W. CATHELL	Philadelphia
Chief Welfare Supervisor	MISS M. F. FOSTER	Philadelphia
District Chief Clerk	Miss K. S. Spielberger	Philadelphia
Chief Operator	Miss N. M. Bolton	Philadelphia
Chief Instructor	Miss A. V. Gledhill	Philadelphia
Chief Operator	Miss B. A. Sager Newto	wn Square, Pa.
Chief Operator	Miss C. A. Wink	Reading, Pa.*
Chief Operator	Mrs. M. D. Sechrist D	allastown, Pa.*

^{*} Located in District 24.

DISTRICT 22

District Traffic Superintendent	C. L. Brown	Richmond
Clerk	Miss J. S. Latham	Richmond
Chief Operator	Miss E. C. Dew	Richmond
Chief Operator	Miss L. R. Saunders	Covington, Va.

DISTRICT 23

District Traffic Superintendent	G. B. BAYLY	Pittsburgh
Traffic Chief	A. E. McCaughey	Pittsburgh
Welfare Supervisor	Miss I. B. Young	Pittsburgh
District Chief Clerk	Miss I. M. Evans	Pittsburgh
Chief Operator	Miss E. J. Seiling	Pittsburgh
Chief Instructor	Miss A. L. Reimers	Pittsburgh
Chief Operator	MISS M. C. ROBINSON	Brushton, Pa.

DIVISION 8 DIVISION OFFICE

Division Traffic Superintendent	J. J. Moriarty	Atlanta
Division Traffic Supervisor	A. H. Guyor	Atlanta
Division Instructor	Miss M. Vest	Atlanta
Division Traffic Engineer	E. A. Hoffman	Atlanta
Division Chief Clerk	G. L. SMITH	Atlanta

DISTRICT 31

District Traffic Superintendent	D. S. Springer	Jacksonville, Fla.
Chief Operator	Miss I. Roberts	Jacksonville, Fla.
Chief Operator	Miss R. Ray	Denmark, S. C.
Chief Operator	Mrs.M.J.Painter	West Palm Beach, Fla.

District Traffic Superintendent	A. B. Dooley	Montgomery, Ala.
District Chief Clerk	Miss R. Steen	Montgomery, Ala.
Chief Operator	Miss M. Shough	Montgomery, Ala.
Chief Operator	Mrs. L. Crabill	Albany, Ala.

DISTRICT 34

District Traffic Superintendent	J. E. HARRELL	Memphis, Tenn.
Chief Operator	Miss L. M. Priddy	Memphis, Tenn.
Chief Instructor	Miss L. E. Bond	Memphis, Tenn.
Chief Operator	Miss C. Bennett	Nashville, Tenn.

DISTRICT 35

District Traffic Superintendent	F. J. Summers	Louisville, Ky.
District Chief Clerk	Miss I. L. Feierabend	Louisville, Ky.
Chief Operator	MISS E. BURKEY	Louisville, Ky.
Chief Operator	Miss A. Estes	Georgetown, Ky.

DIVISION 4

DIVISION OFFICE

Division Traffic Superintendent	B. C. Bellows	Chicago
Division Traffic Supervisor	F. W. Bora	Chicago
Division Service Observer	Miss M. Callahan	Chicago
Division Instructor	Miss L. F. Merkle	Chicago
Division Traffic Engineer	N. N. WHITE	Chicago
Division Chief Clerk	O. W. Grant	Chicago

DISTRICT 41

District Traffic Superintendent	Howard Church	Chicago
Service	E. S. Morrison	Chicago
Facilities .	R. M. Quirk	Chicago
District Chief Clerk	H. Sett	Chicago
Employment Supervisor	Miss M. A. Doran*	Chicago
Chief Operator	Miss L. Kehoe*	Chicago
Chief Instructor	Miss F. F. Westby*	Chicago
Chief Operator	Miss B. Doran*	Morrell Park, Ill.

^{*} Illinois Bell Co. (Long Lines Division) Employees.

DISTRICT 42

District Traffic Superintendent	C. W. HADLOCK	Indianapolis
District Chief Clerk	Mrs. D. A. Boyer	Indianapolis
Chief Operator	Miss F. Mooney	Indianapolis
Chief Operator	Miss J. C. Woehler	Evansville, Ind

S. H. DICKINSON	Minneapolis
Miss R. J. Ettner	Minneapolis
Miss E. Sullivan	Minneapolis
Miss C. M. Baker	Davenport, Ia.
Miss B. Timberlake	Omaha
	Miss R. J. Ettner Miss E. Sullivan Miss C. M. Baker

DISTRICT 45

District Traffic Superintendent	J. V. Bell	Milwaukee
Chief Operator	Miss V. Stollberg	Milwaukee
Chief Operator	Mrs. M. C. CALDWELL	Tomah, Wis.

DIVISION 5

DIVISION OFFICE

WM. A. BRENNER	St. Louis
R. I. Mabbs	St. Louis
H. L. Hosford	St. Louis
Miss E. Hunter	St. Louis
Miss H. C. Rumsey	St. Louis
Miss Anna E. Schnaus	St. Louis
Miss O. La Brier	St. Louis
	R. I. Mabbs H. L. Hosford Miss E. Hunter Miss H. C. Rumsey Miss Anna E. Schnaus

DISTRICT 51

District Traffic Superintendent	F. E. ALLEN	St. Louis
District Chief Clerk	Mrs. L. Hannum	St. Louis
Chief Operator	Mrs. C. H. HAVENER	St. Louis

DISTRICT 52

District Traffic Superintendent	C. W. GEBHARD	Kansas City, Mo.
District Chief Clerk	Miss M. Jackson	Kansas City, Mo.
Chief Operator	Miss N.E.Burgoyne	Kansas City, Mo.
Chief Operator	Miss A. Russell	Joplin, Mo.
Chief Operator	Miss A. M. Veail	Wichita, Kans.
Chief Operator	Miss C. Nelson Ok	lahoma City, Okla.
Chief Operator	Mrs. M. H. James	Tulsa, Okla.

DIVISION 6

DIVISION OFFICE

Division Traffic Superintendent	Frederick Uhl	Cleveland
Division Traffic Supervisor	N. D. PEASE	Cleveland
Division Instructor	Miss S. E. Pearse	Cleveland
Division Service Observer	Miss G. Cook	Cleveland
Division Traffic Engineer	F. M. B. MERRITHEW	Cleveland
Division Chief Clerk	H. W. Hughes	Cleveland

District Traffic Superintendent	H. A. LEEPER	Cleveland
Service	A. E. HENRY	Cleveland
Facilities	A. C. ZELLER	Cleveland
Welfare Supervisor	MISS M. BLACKMORE	Cleveland
District Chief Clerk	B. O. McCall	Cleveland
Chief Operator	Miss J. O'Riley	Cleveland
Chief Instructor	Miss C. G. Moorhead	Cleveland
Chief Operator	Miss L. M. Hall Cuyah	oga Falls, O.

DISTRICT 62

District Traffic Superintendent	E. L. KANE	Cincinnati
District Chief Clerk	Miss I. Palmer	Cincinnati
Chief Operator	Miss M. Kingsley	Cincinnati
Chief Instructor	Miss M. Kaurish	Cincinnati
Chief Operator	Miss K. Snyder	Phoneton, O.
Chief Operator	Miss L. M. Caskey	Cambridge, O.

DISTRICT 63

District Traffic Superintendent	A. Y. McLain	Toledo
District Chief Clerk	Miss M. I. Love	Toledo
Chief Operator	Miss M. Stotz	Toledo
Chief Operator	Miss L. B. Church	Maumee, O.
Chief Operator	Miss R. A. Lewis	Beaverdam, O.

DISTRICT 64

District Traffic Superintendent	A. F. KELLEY	Detroit
Welfare Supervisor	Miss M. A. Benson	Detroit
District Chief Clerk	Miss L. E. Ferguson	Detroit
Chief Operator	Miss E. M. Benson	Detroit
Chief Instructor	Miss K. Wehner	Detroit

ENGINEERING DEPARTMENT

Engineer	J. J. Pilliod	New York
Facilities Engineer	W. J. HOAR	New York
Facilities .	W. J. LEMPKE	New York
Estimates	G. Z. Maclary	New York
Circuit Requirements and Studies	C. C. SLOCUM	New York
Engineer of Inside Plant	F. D. RICHARDSON	New York
Central Office Engineering	T. W. GEARY	New York
Special Assignments	E. S. C. MAY	New York
Equipment Methods and Costs	A. W. Post	New York
Space and Equipment Studies Buildings	R. A. RENSHAW	New York
Buildings	J. F. Steele	New York
Engineer of Transmission	E. C. BOWMAN	New York
Transmission and Inductive Interference	C. A. Buckard	New York
Carrier Current Systems	H. S. FOLAND	New York
Circuit Layout and Repeaters	I. E. LATTIMER	New York
Engineer of Outside Plant	H. S. PERCIVAL	New York
Pole Line Methods	E. B. GRIFFIN	New York
Studies and Estimates	F. H. GUNKEL	New York
Cable and Conduit Methods	R. C. SILVERS	New York
Telegraph Engineering	R. N. NICELY	New York
Special Toll Cable Studies	R. L. WERDEN	New York
Chief Clerk	F. C. Salisbury	New York

LEGAL DEPARTMENT

General Solicitor	C. M. Bracelen	New York
Attorney	F. R. Elsasser	New York
Division Attorney	D. H. FRAPWELL	New York
Division Attorney	L. G. REYNOLDS	Philadelphia Philadelphia
Assistant Division Attorney	H. Flumerfelt	Philadelphia
Division Attorney	W. H. LAWSON, JR.	Atlanta
Division Attorney	D. F. HALL	Chicago
Assistant Division Attorney	F. Quigley	Chicago
Division Attorney	P. B. Behr	St. Louis
Attorney	S. W. Hopkins, Jr.	New York

TAX DEPARTMENT

Tax Attorney	A. E. HOLCOMB	New York
Secretary	Miss M. L. Metcalfe	New York

FINANCIAL DEPARTMENT

Assistant Treasurer	F. Powell	New York
Chief Clerk	H. F. OGDEN	New York

ACCOUNTING DEPARTMENT

Auditor	C. Morsack	New York
Disbursement Methods	H. L. WLODECK	New York
Methods Supervisor	ROBERT BRUCE	New York
Revenue and Miscellaneous Methods	F. W. Elmendorf	New York
Methods Supervisor	THEODORE RAMSDELL	New York
Statistical Studies	W. M. Grimes	New York
Supervising Accountant	R. G. KEELER	New York
Bookkeeper	J. G. Axtman	New York
Detail Records Clerk	W. E. Drew	New York
Statistical Clerk	A. G. KINDSGRAB	New York
Disbursements Supervisor	W. J. Wigg	New York
Pay Roll Clerk	P. F. MINAN	New York
Assistant to Disbursements Supervisor	H. E. RICHARD	New York
Revenue Supervisor	C. W. BERRY	New York
Revenue Supervisor	E. T. BRYANT	New York
Auditor's Bill Clerk	Ė. F. BAUER	New York
Chief Traveling Auditor	W. J. Morgan, jr.	New York
Traveling Auditor	R. L. BODINE	New York
Surety Bond Clerk	J. F. HATHAWAY	New York
Traveling Accountant	C. W. MINIFIE	New York

BENEFIT AND MEDICAL DEPARTMENT

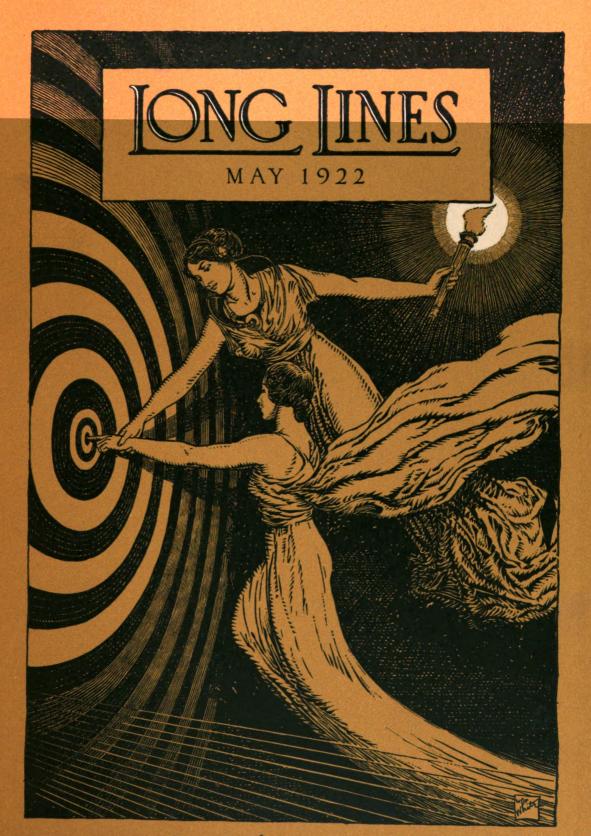
H. J. Brandt	New York
M. R. KOEHLER	New York
D II No.	NT WI-
-	New York
	New York
	New York
	New York New York

PERSONNEL

Personnel Representative L. S. Murphy New York

LONG LINES MAGAZINE

Editor T. T. Cook New York



Accuracy

The Right Man-Quickly

HAT does Mr. Subscriber expect of us when he says, "Get me John D. Peevish, 120 West Main Street, Millerstown, Iowa"?

He wants John right away, of course. That's Speed, which we have already tried to picture. But he also wants the right man at the right place. Not John B. Peevish, 120 East Main Street, Millerstown, Pennsylvania.

No, sir; he demands Accuracy; and that's what Artist White has attempted to symbolize in this second picture representing the basic qualities of good long distance service.

As one of the bibles of the Traffic Department has it: "Accurate and thorough operating work is absolutely essential."

ONG INES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO. II

T. T. COOK, EDITOR

MAY, 1922

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

TRUE TALK BY WALTER CAMP

ALTER CAMP, in the April 15 issue of Collier's, says the commonest question man asks himself is, "What went wrong?" And that the degree of his success or failure is usually equal to the correctness with which a fellow answers it.

"Don't be too all-fired timid," says the well-known exponent of out-door sports and indoor daily dozens. "Do things. Try hard to do them the right way. But right or wrong, get them done."

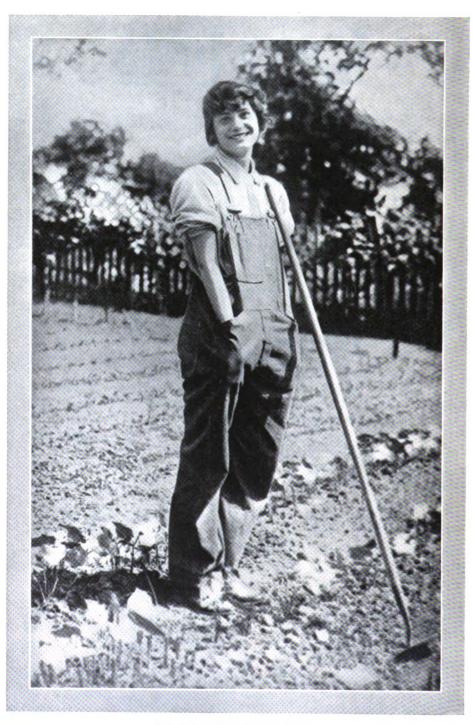
Then, if you find you've made a mess of things, don't go and join the rows of bench-warmers in the parks—those who are failures because they don't know where they erred. Go into secret session with yourself, analyze the play that went wrong, and fortify yourself with your deliberations.

For after all, says Mr. Camp, mistakes are often our best educators. There is little to be learned from success and nothing at all from success that comes too easily. It is by trying many ways, and failing often, that we finally learn the right way to do things. Blunders, if they are rightly used, are our salvation.

"I remember," he says in conclusion, "a man who seemed to be doing everything wrong while he was trying to break into big league baseball. The critics roasted him, the fans hooted; but the fellow persisted, and for 15 years he stood at the head of his league. The man was, of course, Ty Cobb."

There's at least one man or woman in every office of the Bell System who needs that Collier's article. If you should be that person, well, the National Weekly's address is 416 West 13th Street, N. Y. C., and the cost is only a nickel.





Long Lines Letty, farmeretty, How does your garden grow? With wires for miles and happy smiles, And pretty maids all in a row.

THE FIRST YEAR

A Brief Review of Our Association's Early Days by H. E. Beaudouin, Hartford, Conn., Plant

ARLY in the year 1919 Director
Stevenson addressed to all department heads a letter containing the suggestion that the advisability of forming some sort of an employees' association be discussed by the employees. It was considered desirable that the employees should decide the question for themselves and supervisory employees were instructed to make no attempt to influence the decisions of their subordinates.

The attitude of the management was that if the employees desired an organization that would supplement their rights as individuals and would permit them to deal collectively with the management, the management was ready and willing to assist in the formation of such an organization. The choice was left absolutely with the employees.

Now, Long Lines employees are trained to consider the possibilities of any action they may take. We applied this principle to the association idea. In the first place, who was the author of this idea? Why should we form such an organization? Our relations with the management had always been cordial and had always been conducted on an individual basis. We had never had any serious differences and the possibilities of having any were remote. What was to be gained by either the management or the employee through the formation of such an association?

The student of industrial relations can well afford to study the nature of the proposal made by the Company to its employees and also the attitude in which it was received. The result of his studies may serve to enlighten him as to why the Bell System is regarded as the greatest public service organization in the world. Here was an organization which knew human nature, and wasn't afraid to repose great confidence in its employees, knowing full well that this confidence would not be misplaced. Here was a group of employees whose relations with the management were of such a cordial nature that they hesitated to adopt any system that might have an unfavorable effect upon existing conditions. Some may think this attitude on the part of the employees might be construed as indicating something akin to suspicion. My advice to those who entertain this idea is to forget it. A few of the younger employees undoubtedly were suspicious but this cannot be said of the employees who had been in the service any length of time. They were simply the original Missourians and wanted to be shown.

The proposition was discussed long and earnestly and the employees themselves authorized the formation of the Employees' Association, being in possession of all the facts in the case and realizing fully the obligations imposed upon both employee and management by the formation of such an association. The employees themselves wrote the constitution which governs the functioning of the Association in its relations with the management. The management accepted this constitution without reservation and the employees likewise accepted it with scarcely a dissenting voice.

We were then to see just how our Association would perform. Following one line of reasoning an association, to justify its existence, should produce the goods; furthermore, these goods should be of a very material nature. So we reached down in the bag and hauled out a number of questions relating to things material and proceeded to serve them up to the management. In some cases we were able to convince the management representatives that we were entitled to what we asked for; in other cases we were not so successful. In every single case, however, we received the greatest consideration and were afforded every opportunity to prove our point.

The success or failure of these cases, is, to my way of thinking, of minor importance. The principal point to keep in mind during the consideration of questions is this: what is the deep underlying principle beneath this association idea; and is this principle being applied, or at least is its application becoming more and more evident in the discussion of each succeeding case? To answer this question we must first agree as to what constitutes

the underlying principle beneath the idea.

The primary object of associations of this kind is simply to establish industrial relations upon a foundation composed of equal parts of confidence and square dealing. We must start by reposing in our fellow men a certain amount of confidence. We must assume that a majority of the people in any organization are honest and want to do what is right. Two men may hold opposite views on a question and each may be firmly convinced that he is right, but it is a self-evident fact that one of them must be wrong. The one who is wrong is not in complete possession of all the facts in the case. If he is honest and really wishes to do the square thing, he will not hesitate to acknowledge his error once it is pointed out to him. The mere fact that the other fellow doesn't readily subscribe to our contentions proves nothing. It isn't safe to assume that he is a "dumb-bell" or that he is wilfully side-stepping the facts. It may be that we are not presenting our case in the clearest possible manner. It might even be possible that we may be wrong ourselves. Hardly possible, I'll admit,

but it's best to make due allowance for accidents.

If we start off with a firm determination that justice and not expediency is going to control our actions, and if we give the other fellow credit for being as honest as we are, at least until he proves himself otherwise, sooner or later we are going to get the right answer to any question that may arise.

Once we are convinced that we have the right answer, it is imperative that we follow up our decision with square dealing. If we conduct our affairs upon any other basis, if we permit ourselves to distrust each other, or if we continually refuse to do the square thing in spite of the fact that the evidence is overwhelmingly

against us, there can be only one result.

If we agree that the foregoing is a fairly substantial foundation upon which to build an association, let us ask ourselves whether or not these principles are being adhered to. In answering this question, I can only cite the personal experiences of myself and my associates in the First General Assembly during the first year of the Association's activities.

We had the pleasure of meeting all of the officials of the A. T. and T. Company and of the Long Lines Department. We had occasion to participate in many discussions with the various officials of the Long Lines Department and I think we can all agree that in the beginning we were curious to know what manner of men they were going to prove themselves to be. When they talked to us were they going to talk over us, through us, or at us?

They talked at us. They attempted no aerial passes. Get this point straight. They were not men who were talking for effect. They made no attempt to fill us full of pap to be fed by us in turn to our fellow employees. What they had to say

What they had to say they said in a frank, open manner. didn't always agree with us but they played the game according to the rules. These were the men who were responsible for what is known as the policy of the Long Lines Department. Each succeeding discussion made it more evident that confidence and respect between employee and management representatives was growing apace.

For myself, I believe that the Association will one day be regarded as the Long Lines Department's greatest asset. idea is developing every day and every one is gradually coming to realize that in the Association have the means of strengthening the personal relations which



Mr. Beaudouin was chairman of the Association's constitutional convention and president of the first general assembly

in turn produce in our business relations a more intimate realization of the other fellow's problems. It gives us the opportunity to get together periodically with each other and with the management representatives for the purpose of exchanging viewpoints. Once we appreciate

each other's viewpoint it is a simple matter to straighten out any differences that may exist. It has been an all-too-common practice in large industries to establish things on a machine-like basis with every employee simply a cog in the wheel. The Long Lines Department has always made an honest effort to make every employee feel that he or she has a positive, personal identity and the Association can greatly assist in the propagation of this idea.

The men who are responsible for the Long Lines Department desire

something more than a huge machine which moves whenever the starting lever is pulled; what is desired is a body of really live employees who are thoroughly actuated by the spirit of service; service to the Company, service to each other, and service to the public. The Association of Employees in a perfected state should typify the Spirit of Service. The field that is open for our endeavors is enormous.

Make the Association in your vicinity a live proposition. If you and I stick on our jobs and help sustain its life during youth, we can expect to see it gradually approach a perfected state with the passing of each year. Don't hook up with that minority that patiently waits with flowers in its hands, longing for the opportunity to place them on the Association's bier.

And don't be afraid to put in a good word for the Association you and I helped create. Criticism consists in commenting on the admirable qualities of the subject under discussion as well as in picking out the flaws. Being close - mouthed is an admirable quality, but like everything else can be overdone. I once knew a man who fell off a bridge on Sunday and drowned because he wouldn't call for help for fear of breaking the Sabbath.

"It Costs Too Much!"

"T CAN'T afford it." This and similar answers are sometimes received from people who are asked if they ever use long distance service. The replies all too often indicate merely a lack of knowledge,

in spite of published and advertised rates. But many calls are never placed, just the same, because of such mistaken ideas.

Suppose each of us knew nothing of the telephone business. How many times would the thought of using long distance service enter our Probably very minds? seldom. We meet friends, relatives and business men who do not know anything about our business and some of them rarely, if ever, think of taking advantage of our service. Wouldn't it be a good thing for each of us

to put the thought in their minds when a long distance call would serve them.

A simple question such as, "Why not call him by long distance?" requires an answer that will provide an opportunity to explain the numerous classes and possibilities of the service. Try it, and experience the feeling of excitement and pleasure of actually selling a call. Watch the looks of amazement and enlightenment on the faces of people you happen to talk to for the first time about the low cost of calling home, friend or partner. Watch their look of interest in you as they realize you are a partner in the business. And don't hesitate to show them how to take advantage of the reduced rate.

The opportunity is available to every one, from office boy to president. Let's start an endless chain toward bringing more people to know us, what we stand for and how we serve. With thousands of employees suggesting the use of long distance service we can reach many people who need it, who will enjoy it, and who will be grateful for having learned of it.

Be able to answer "Yes" to the question asked on the back cover of the April issue of *Long Lines*.—A. F. Kelley, Dist. Traffic Supt., New York.

IF we start off with a

that justice and not ex-

pediency is going to con-

trol our actions, and if

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right answer to any

question that may arise.

firm determination



Finishing up construction work on the southern radio tower

BUILT TO LAST

EARLY 500 feet above Walker Street, New York, four conductors of 6-gauge stranded copper wire—an antenna slightly smaller around than a lead pencil—now stretch for 195 feet between the two 100-foot towers of the first Long Lines broadcasting station. In spite of this altitude and exposure, the structure is expected to stand up under any brand of weather that may be served.

The bases of the towers pass through the roof of the Walker Street building and are riveted to the steel-work of the structure, so that the towers are in reality continuations of the columns holding up the building. In addition, the framework of the towers consists of galvanized steel angles; it is designed to support easily the weight of the antennae, plus half an inch of ice covering everything and with the wind

blowing a hundred mile gale. Then, if the weight on the conductors increases beyond a certain point, copper safety links set in the antennae will release, freeing the conductors at one end.

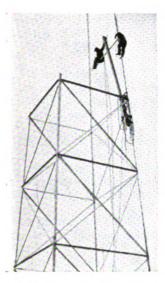
The transmitter will be operated by a 1500 volt generator, driven by a five h. p. motor. The normal range of the station is about 100 miles, but under favorable conditions it may, of course, be heard much further. A set similar to this, formerly operated by the Western Electric Company

at West Street, had some of its messages picked up by a ship a thousand miles off the Pacific coast.

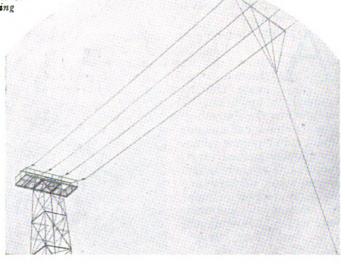
At present the apparatus is being tested under an experimental license with the call letters 2XY. It is expected that the station will be ready for commercial use this month, and when so licensed, 2XY will be replaced by a commercial call.

The photographs on this page were made by the engineering department of the New York Telephone Company.

At right—From these four 195-foot conductors, commercial programs will be broadcasted over the surrounding country

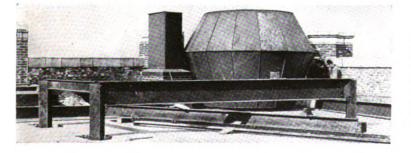


Above—A motion picture man climbed one of the unfinished towers to photograph a construction man's view of the street. It was so hair-raising that he lost his nerve and had to be lowered to safety with block and tackle



At right—One of the big insulators. A safety link connects it with the conductor and at a weight of 840 pounds frees one end of the conductor and relieves the pressure on antennae and towers





At left—The towers are one with the bones of the building. As shown in the picture, the base of each tower goes through the roof to be riveted to the columns forming the skeleton of the sky-scraper below



Left - Traffic Division Council 6 delegates. Misses Hood. Detroit; Kelley, Chicago; Kertscher, Chicago and Bowser. Detroit

Right — Messrs. McCormick, Phila-delbhia: Pickett, Philadelphia; Loeber, Baltimore; Buck, Pittsburgh. All of Div. 2 Plant



ASSEMBLY SIDELIGHTS

Special Correspondents at Association's Third General Assembly Contribute a Whole Sheaf of Incidents, Anecdotes and Snapshots

FTER listening to various members talking on their feet a few times, the rest of the crowd reached a point where they knew the speakers' favorite expressions by heart. There were even

times when the Assembly as a whole could -and did- speak up and insert a pet phrase when the speaker paused for a moment. Thus, whenever Honest Abe Richardson. Atlanta, stopped to mop

his brow some one was sure to say, "How about the burden of proof. Rich?"

Adair, also of Atlanta. had a favorite phrase distinctly Georgian in tone. It was simply, "To mah mind."

"Where is Branch 104?" was another pet inquiry with a lot of people. Some thought there was an evident effort to say it in a loud voice whenever Pop Kadlec, of Chicago, happened to be near.

There was something reminiscent of the pugilistic ring in the motions made by Loeber, of Balti-Buck, of Pittsmore.

burgh, was as faithful a second as any ex-pug who ever fanned a principal with a towel. Every time Loeber said, "I move so-and-so," up came friend Buck with "I second the motion."



Above—Traffic Division Council 5 delegates: Mrs. Boynton, Kansas City; Mrs. Davis, St. Louis; Miss Casan, St. Louis; Mrs. Cochran, Oklahoma City

Foreground, left to right—Messrs. Kadlec and Henning, Chicago; background, Appling, Cincinnati, and Barber, Chicago. Division 4 Plant

Miss Tessier, of Providence, and Mr. Mahoney, of Troy, ran a close race as champion listeners. Miss Tessier did make one speech, however, and it is rumored that mimeographed copies of it may be ready by the middle of the summer. It was exactly four words long.

> Mahoney proved himself a man of few words, too, but when he did talk. gosh! he made 'em all sit up and listen.

> Williams, of Harriman, Tenn., has taken a solemn oath that the next time he is in a New York hotel and wants to switch on any electric lights he'll first strike a match and make sure he isn't tinkering with a shower faucet.

> An ulcerated tooth materially aided McCormick, of Philadelphia, in coming to be known as the swellest looking man in the Assembly. It lasted

only one day, fortunately, but when Mr. McCormick made his initial appearance with the facial decoration several of his colleagues actually failed to recognize him. One even whispered, "There's another alternate here this morning, Mr. Secretary." But when the folks discovered the man behind the swelling they were quick to advise, "Let this be a lesson to you, Mac."

Barber, Chicago, thought he'd take the air and walked down to the office one morning. trying to cross 8th Street a brown and white taxicab happened up and almost bumped him off. However, being from Chicago, he knows how to dodge the yellow ones. The driver stopped and remarked, "Just a little bit more and you wouldn't be so smart." Barber was right there with the repartee, shouting, "Go on about your business; that was easy if you know how."

New York did its best to show the delegates the stuff it's made of, even to the extent of staging a fire right across the street from the building in which the Assembly folks were gathered.

The fire was in the parish offices of old St. Paul's, at Church and Fulton Streets. It broke out shortly after 5 p. m. the afternoon of March 21, second day of the meetings, and for over an hour all the delegates in our building had grandstand seats at an unusually spectacular blaze. Even the Chicagoans admitted the N. Y. F. D. wasn't so bad.

Mike O'Neill mistook butter pats for marbles at dinner one evening and started to play for taws between courses. Lillian Cason and Jim Barnard, also of St. Louis, were asked their choice of filet of sole or roast lamb and upon selecting filet of sole the waitress said, "Oh, yes; two fish."

Every time the girls looked around for Helen Kelley, Cleveland, while out sightseeing, they could find her talking to a corner policeman asking for definite direc-

tions as to how to "get

there."





Top—Traffic Division Council 4.
Left to right — Misses Warren, Indianapolis; Bell, Omaha; Byrne,
Chicago; Mrs. Smart, Chicago
Middle — General Office Council.
Messrs. Bryant, Marsters, Thurston,
Miss Meusburger, Messrs. Crounse,
Padmore and Woods

Bottom — Division 2 Plant and Traffic. Rear, Messrs. Loeber and Buck. Front row, E. J. Johnson, Boston; Misses Anderson, Richmond, Lampen, Pittsburgh; Messrs. McCormick and Pickett At the aquarium down at the tip end of Manhattan one of the girls thought the fish on display were actually dead, but just wound up especially for the amusement of the onlookers.

A group of girls from the West were stopped in Battery Park by a newspaper reporter who almost bribed them to grant permission to put their pictures in his paper next day and to answer the question of the day on subway rushes. How should the West know anything about this?

Some one spotted a change window in one of the subways. That's one place in New York, it was decided, that you can get out of without paying.

Even the Southern members of the Assembly enjoyed "Shuffle Along," the negro musical comedy. There's a time and place for everything, apparently. And speaking of Southerners, it was noticed that the North and South were unusually friendly, evenings especially. Page Miss Pugh and Mr. Appling.

Young Lochinvar came out of the West. Our new G. A. President, Mr. Henning,







Left—Division 5 Plant. Left to right: Messrs. O'Neill and Barnard, St. Louis; Arnote, Kansas City; Mann, St. Louis. Center—Division 1 Traffic. Misses Tessier, Providence; Hedges, Buffalo Plunkett, New York. Right—Division 1 Plant. Messrs. Mahoney, Troy; Learson, New York; Johnson, Hartford, and Peters, New York

came from Chicago.

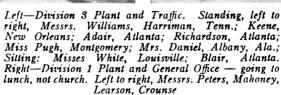
The elections were interesting affairs. Mr. Richardson, our Honest Abe from Atlanta, Mr. Johnson, of Hartford, Conn., and Mr. Henning were in close competition for the presidency. The ladies starred in the elections for the vice-presidency. Miss Mooney, of Philadelphia, won that title. E. J. Johnson, now of Boston, finally came out ahead as secretary-treasurer. Mrs. Boynton, from Kansas City, scored in the elections and has for her title Secretary of Traffic Board and Secretary of the Executive Committee of the Third General Assembly.

There was serious objection raised to the use of "foreign language" in the Assembly as used by Mr. Loeber, of Baltimore.

When arguments and discussions raged, the smoke screen increased in quantity and suffocation qualities. The girls seriously considered passing a resolution

that thereafter they considered themselves wholly smoke-proof.

The mail clerk at the hotel was shocked when he gave Mike a letter addressed, "Michael O'Neill, care of Mrs. McAlpin's Boarding House." Mike said he was so ashamed because the hotel is really a nice place; has all modern necessities, two kinds of water, good locks on all the doors and everything.



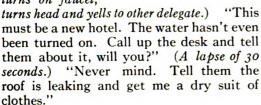


Long Lines' photo man came in one day to take our picture en masse and trying to look natural. And just as the victims tried to appear intelligent he "blew a fuse" and scared them almost helpless.

R. C. Mann, Division 5, St. Louis, please note. Before attempting to use a shower bath in New York, please consult a plumber here-

after as to the best method of operating the faucets. By way of explanation, the following is a monologue he ard in Mann's room upon the arrival of two St. Louis delegates:

Delegate:
"Believe I'll
jump in the tub
and remove
some of this St.
Louis-Pittsburgh
soot." (Leans
over bath and
turns on faucet,



An informal motion was made to have the picture of the Third General Assembly delegates appearing in the April issue of *Long Lines* striken from the records and the records junked. The motion was carried unanimously.





Left—Division 2 Traffic girls and one copy of Long Lines. Left to right: Misses Lampen, Bitner (Philadelphia); Anderson and Mooney (Philadelphia). Right—Miss Blair, Mrs. Daniel, Misses Pugh and White, all of Division 3 Traffic Council

There was some discussion regarding the the correct pronunciation of the word says. Out West, in the land of the Hoosier, at least, it would be pronounced "sez" but Baltimore sez says is says.

It was generally recognized by all delegates that Page and Shaw candy

is tempting, but Messrs. Richardson, Barnard and McCormick can only put their stamp of approval on chocolate-covered pickles, olives and cheese as being absolute promoters of real tummyaches.

Kid Learson, New York, after losing his safety razor at Mrs. McAlpin's lodging house, claimed it was mighty funny that Mike O'Neill always had a clean face.

Learson also achieved a measure of fame as the champion southpaw of the gathering. Some claim he got that way patronizing one-arm lunch rooms around Fulton and Broadway.

(Continued on page 20)

Secretaries of general assemblies have nothing to do — outside of keeping track of everybody and everything connected with the body, and carrying several thousand details in their heads at once



So Secretary - Treasurer E. J. Johnson has filled in his spare minutes sketching. On the left he pictures John Loeber, as champion of numerous measures, and his dependable second, Milo Buck



G. A. Richardson is not impressed



R. C. Mann has the floor



H. R. Learson considers the question



"Some one is sure to say, 'There's Catalina.' And you say, 'I see it.' But of course you don't"

"THERE'S CATALINA!"

Miss A. E. Seward, New York Traffic, Uses Both Brush and Pen to Set California's Interesting Island Before Us.

INCE the completion of the Havana cables we've read and then read a little more, and it's still bubbling. How the human voice can cross the U. S. A. and go to sea. We feel proud of the accomplishment and think history has another page. The cable's inauguration and the near east have been interestingly described to us in these pages. Now then—let's go West.

Catalina is an island directly out — 30 miles out—in the Pacific Ocean from San Pedro, the angel city's harbor. Hiking along the coast, one of the party is sure to point to something fluffy on the horizon and say, "There's Catalina." And you say, "I don't see it." And he says patronizingly, "See that out there?" Then you jump up excitedly and gurgle, "I see it!" Having good eyesight you know you don't see it; but it's nice to be nice.

All that is necessary to reach the island is two dollars and a half and a strong stomach. Whether you return with two and a half and a s. s. is another story.

The island is lovely. Avalon, its only city, used to follow early Spanish styles of architecture; but it was burned to the ground and has been re-built pre-Italian. If you know what I mean. And tuna fishing is the great sport.

Our wireless telephone is very interesting. This is the first continuous commercial use of the wireless telephone. By it the island has a trunk line communication with Los Angeles. The installation of the system, which has proved successful after more than a year's trial, was recently the subject of a long discussion at a meeting of the Institute of Radio Engineers in New York City.

Santa Catalina's population is about 1,000 permanent and from 10,000 to 15,000 summer residents. All of 'em foregather in Avalon. To meet the needs of this population there were formerly only a few privately owned telephone circuits on the island.

Recognizing the necessity of increasing the facilities for communication both on the



island and from the island to the mainland, the A. T. & T. Company, working with the Pacific Bell Company, determined in May, 1920, that it would be feasible to link up service on the island with the Bell System on the continent, using radio to bridge the gap across the miles of ocean intervening.

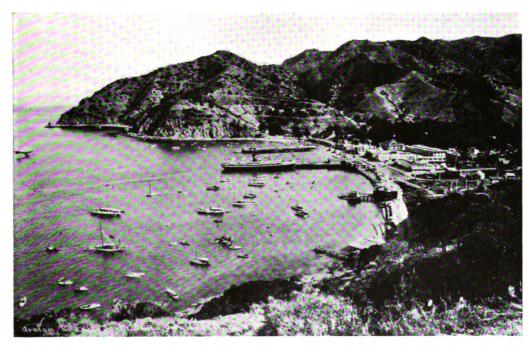
It would have been cheaper to put in a cable, but it would also have taken a lot longer. So, as speed in getting service started was what counted most, radio was used.

The plans called for the system to be completed and working in two months, and the schedule was faithfully observed. It took just 68 days to establish commercial service with the mainland after the preliminary things were out of the way.

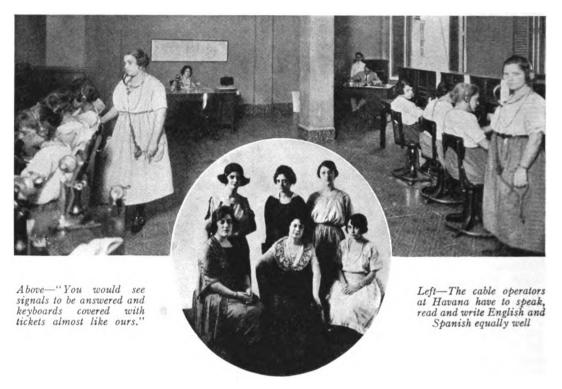
Suppose a subscriber in Avalon wants to talk with some one in Kansas City. He

unhooks the receiver of his desk instrument and places his call. The message travels over the local telephone wires to the transmitting antennæ of the radio apparatus. There it is launched into space. Caught by the receiving antennæ on the mainland, 30 miles away, the message takes Bell System circuits to the patron at Kansas City, half way across the continent. And there you are.

Simultaneous telephone and telegraph messages may be carried across the radio link from Santa Catalina, just as they may over many of the long distance lines of the Bell System. The wireless connection from Avalon supplies one telephone channel and a duplex telegraph channel, the latter being capable of carrying one message in each direction at the same time. It works 16 hours a day, from 6:30 a. m. to 10:30 p. m.



The beautiful harbor of Avalon, Santa Catalina. The island, 30 miles off the coast of California, is made a link in the Bell System's chain of service by continuous radio telephone connection with the mainland



AT THE HAVANA END

By Miss Murillo Vest, Atlanta Traffic

OUBTLESS those of you who have experienced the thrill of completing a call to or from Cuba have wondered who the Cuban operators are and what their work is like. If you have only wished and waited for such a call you are probably just as much interested.

Since my visit to Havana last year so many of our people have asked about the girls, the office and the work that I shall try to answer some of those questions here.

The accompanying pictures will show you that the girls who are on the job at the other end of the cable are pretty much like the rest of us. Should you visit their office they would show you through the different departments with a great deal of pride and ask you how you liked Havana, just as we do in Chicago or Memphis. While seated in their attractive rest room they would probably bring strange looking native fruits for you to taste and offer a glass of warm milk.

The work too is much like ours. All

operating rooms seem to have the same general appearance and sounds. In Havana as in New York or Jacksonville you would hear the usual hum of voices, the hitting of plugs on the keyboards and the ringing of supervisors' bells. You would see signals to be answered and keyboards covered with tickets almost like ours and you would remember where you were only when you realized that you could not understand one word that was being said.

The operating room in Havana is cool and clean. All the boards except the cable positions are low and the broad windows are always open. Often the room is so cool that the fans are not needed even when the sun is blazing hot outside. The girls wear neat, sensible uniforms of dark blue skirts and white waists while on duty, so that when they come from the dressing room at the end of a tour their dresses are fresh and dainty for the street.

The work of the cable operators is interesting, but not always easy. Just try to imagine recording calls given in very broken

English or broken Spanish for unfamiliar names and places by people who do not all know whether Michigan is a state or a city, and who think that St. Paul's school for boys should be located easily enough if they say that it is in Canada.

The cable operators speak, read and write both English and Spanish and must translate quickly and accurately all reports received. Often Americans, having difficulties with local connections, will call the cable operator for help or advice because of her ability to speak English. Once when a Chinaman who could speak only Chinese and a little Spanish found it impossible to communicate with a Frenchman who could

speak only French and a little English, he called the cable operator and explained the difficulty, which was soon straightened out.

In the oval at the beginning of this article appear the cable operators at Havana. They are, standing: Carmen Montoto, Edelmira Fernández (supervisor), Elisabeth Fernández; seated: Beatrice Ball, Senora Amparo Cabrera (chief operator), Amparo Ginard.

I am sure we are all glad to have the Cuban operators united with us in rendering a universal service—any one, any time, anywhere— and to understand that their work, their interests and their problems are practically the same as our own.

Directory Challenge from N. Y. C.

Team of Five New York Girls Throws Down Gage to all Long Lines Competitors

HAT ho! Here's a Challenge, girls, with a big C. The New York directory girls have a directory team, a champion team they call it, and they would like to hear from other directory teams throughout the whole Long Lines Department. Sounds like an item from the sporting page of one of the metropolitan dailies, or perhaps like an amateur sports column, where one schoolboy team gives its qualifications and then asks for bids from other teams. But there's nothing amateurish about the challenge. It's professional all through except for the stakes.

Here's how it all came about. A week or two ago they thought it would be interesting in the New York office to hold a directory contest. They wanted to make it a sort of game and still use some every day stuff. So they fixed up two sheets with 25 firm names from lists of other cities on each. And make believe they weren't hard listings too! Then they went to work, individually, to find the correct numbers.

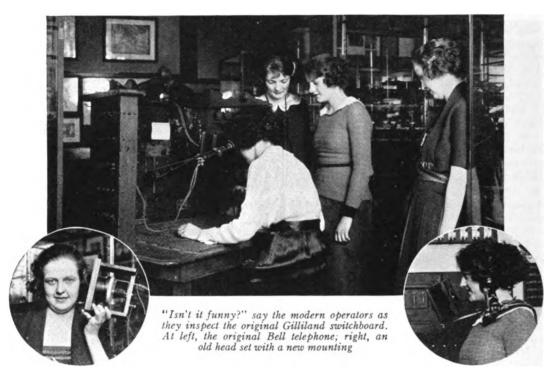
A good many did find the correct numbers. But not all of them. And right here is where the main part of the story comes in. Some of the girls reported NF on some of the firm names and furnished the correct numbers on the remainder. Others did not report NF on any, but also did not furnish the correct numbers for all the firm names. Then, each girl was timed and so, naturally, some were faster than others, or slower than others, whichever way you please.

But one girl was faster than any other. And the same girl did not report one NF and the same girl also reported the correct number on every one of the listings. One hundred per cent. all through! And she was speedier than the second girl by a whole ten minutes.

In the final rating she got lowest score, giving first, second and third place in the order of their finish in the factors—NFs, incorrect numbers and speed—by getting first place in each one. We almost forgot to tell you her name. It is Martha Stefniak and she and the next four girls who finished in order after her compose the team that is now challenging all you other directory sharks.

All replies may be addressed to the editor of *Long Lines* or to Miss Stefniak, 24 Walker St., New York, who is the team manager as well as champion. We think it would make an interesting contest and, conducted from several Long Lines offices at the same time, would add zest and interest that would give it a regular world series aspect.

Better still, why not arrange to have the results passed between contesting offices by telephone? Then we might say, without fear of contradiction, that it would take on the appearance of an international chess tournament, but then, chess and checkers are so different from anything else in the way of sport that perhaps we'd better not say so at all.



TRADITIONS

By R. T. Barrett, A. T. and T. Company

N the twelfth floor of the Bell research laboratories, at 463 West Street, New York, there is a museum. In it are grouped models, facsimiles and replicas of the instruments that have marked the development of the telephonic art since the historic day when Alexander Graham Bell first succeeded in transmitting speech electrically. Many of the exhibits have vast scientific value. But many of them do not; the only justification for their presence on the museum's shelves is sentiment, the fostering of the traditions of the telephone system.

One of the significant things about the museum, to the telephone worker, is the fact that many of the cases contain empty shelves. This is significant because it indicates that the museum, like the art of telephony itself, is a product of evolution. It is still growing. These empty shelves are designed to accommodate exhibits as yet unformed. They are reserved for the history and traditions that are now in process of production—in the making of which every one of the thousands of

employees of the system is playing his or her part.

Backward from these vacant shelves the lines of exhibits stretch almost endlessly, each item illustrating some phase of the development of the telephone from the crude instrument with which Bell startled the nation to the splendid system that, in less than a half a century, has made of that nation a united community.

There are even exhibits that date back before Bell's time, to which the visitor might well first turn his attention, although a trip through the museum usually begins with the case containing a facsimile of Bell's first instrument and a piece of the original wire over which he spoke when, on March 10, 1876, he said to his young assistant, "Mr. Watson, please come here, I want you"—the first successful electrical transmission of the human voice. These include copies of the instruments with which Philip Reiss, Van der Weyde and others attempted vainly to solve the problem for which Bell found an answer on that memorable March day.

Among the Bell instruments, the fac-

simile of his first telephone rightly holds the place of honor, but hardly less interesting is a reproduction of that which was exhibited at the Philadelphia exposition in 1876 when Dom Pedro, emperor of Brazil, listening at one end of a wire while Bell spoke into a transmitter at the other, exclaimed impulsively, "My God, it talks!" It was the interest of Sir William Thomson and other prominent scientists in the invention, following this dramatic tribute by the South American ruler, that brought about the removal of the newly invented telephone from an obscure corner in one of the

exposition buildings to a place of honor in the judge's pavilion, and made it the marvel of the centennial.

The early difficulties of the little circle of financial backers who expressed their belief in Bell's invention by furnishing the funds to put it on a commercial basis are reflected in exhibits showing instruments made by Edison, Gray and Dolbear, the triumvirate of scientists who were engaged by the Western Union to put its new rival in the field of communications out of business by entering into direct competition with it.

The half - dozen men who then constituted the Bell System refused to be daunted by the reputation of their competitor's inventors or by its tremendous financial resources. But they were frankly concerned over the fact that the transmitter which the Western Union

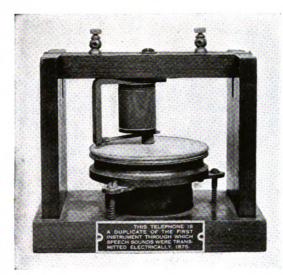
Company had perfected was actually a more efficient instrument than that which they were attempting, with rather indifferent success, to develop commercially.

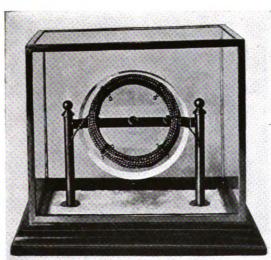
This fact gives point to another exhibit, the first Blake transmitter, which was the distant ancestor of the present form of transmitter employing carbon granules. This instrument, made by Francis Blake and quickly acquired by the Bell Company, brought about the beginning of the end of the bitter fight for telephone supremacy between the two rival interests. As such it is an important milestone in

telephone history. Beginning with the original Blake instrument, a long series of transmitters is exhibited in the museum, showing each step of the development of the instrument at present used throughout the system.

Similarly the evolution of the receiver from Bell's crude instrument to the modern receiver is shown, step by step, on shelf after shelf of the museum showcases.

The seeker for the romance of the telephone will find much of interest in exhibits illustrating the develop-ment of switchboards. It is a far cry from the facsimile of the primitive board which E. T. Holmes used as a telephone central by day and a burglar alarm by night, in providing service to a few Boston subscribersback in 1877, tothe modern multiple common battery board with which every opera--





Part of the wire used by Bell and Watson when the telephone spoke its first complete sentence on March 10, 1876. Above—Dr. Bell's original instrument

tor is familiar. But the museum exhibits show every step of the development. The original Western Electric board, made under the Scribner patents in 1879, is one of the features of the museum.

A complete series of plugs and jacks and other switchboard parts is shown at the museum.

There are numberless exhibits of intense interest, not because of their bearing on the development of the telephonic art as a whole, but as illustrating the difficulties under which in certain cases this development has been made possible. Repairmen, for example, feel a touch of sympathy for the gangs who struggled with the wires that fell during a blizzard in Boston, in 1898, when they see a plaster cast made from one of these wires, showing that the cylinder of ice surrounding it was several inches in diameter and reached a weight of several pounds to each foot of wire.

For years the scientific ability of the German was one of the undisputed facts which Americans were expected to take on faith, unquestioningly. But a cabinet containing a large assortment of field telephone equipment captured from the huns, all of it almost unbelievably clumsy in design, leads the visitor to wonder whether this boasted ability may not have been somewhat exaggerated.

As a fitting contrast to this exhibit, the American will find satisfaction in a collection of apparatus developed by Bell engineers in order to adapt the wireless telephone to the strenuous and exacting conditions of use in the airplane, a problem with which the Germans and the best scientific minds of the Allies had struggled unsuccessfully during the three years of the war that preceded the entry of the United States as a belligerent.

In striking and romantic contrast to these exhibits showing the triumphs of the telephonic art during its eventful 45 years, is a small wooden frame containing a notice posted by Dr. Bell in his laboratories during one of his lectures at Salem, Mass. This, written in Bell's own hand, reads:

NOTICE

Visitors are requested to abstain from conversation during the lecture in Salem as slight noises in this laboratory may seriously interfere with the success of the experiments.

A. Graham Bell.

Please Keep Silence.

It is eloquent of the achievements that have been wrought through the untiring and unselfish efforts of generation after generation of telephone men and women.



The historical museum in the W. E. Company's West Street building, New York. The cases in the foreground are filled with early types of transmitters and receivers



Ten minutes at a busy long distance switchboard position, as it seemed to an artist of an ultra-modern school

CUBIST CONVERSATION

S that you, Davis . . . Portland LH for Pittsburgh . . . NC . . . Call Pittsburgh . . . No, I didn't get the papers . . . Well, I guess it is serious, you had better come. Yes, Lockwood, this is Davis speaking by registered mail . . . Saginaw, ring Pontiac . . . Yes, I'm waiting; don't cut. . . . This is the RX super. . . . I'll be out there on the 10:45 in the morning, Jim. . . . Did you put in the contract with the ABC Compan The doctor said an operation. . . . But I told you to put that contr This is the Brushton supervisor, on three. Say, Lock . . . Did you call in another doctor. . . . Your operator gave us NC to. . . . Hello, Jones, how've you been? I just got in and. . . . No, this is not Dayton; I'm calling Newark. Well, the other doctor said.

That contract wasn't ready. I'll

meet you at that train, and say Chicago, Denver VLR for New York;

Francisco, this is New York

I told him all that and he said. Order Number 34567 will be shipped to Not my circuit.

Please leave a note to have Mr. Brady call the. The best price we can quote you on. But I told him all that and. Is there anyone there taking his place.

Good bye, I'll call you again next. . . . Yes, he agreed to that and. Can he be reached at another. No, Mr. Mitchell is not registered here, we ex No, I do not; but I think.

Well, I'll call Mrs. Wilson again in about an hour. . . . Yes, he'll be back in two. . . . Tell him we'll take the whole 5,000 cases. . . . Hello, girlie, when did you get back. . . . On Mr. Murphy's call to Syracuse, we are ready. Order came in from Dow, Robinson and Smithers. . . .

This, of course, is just a sample of what the operators of a long distance operating room would hear if they all tried to listen in on connections upon their respective boards at one time; or what any one of them might hear if she were to be able to listen in momentarily on each connection she had up. But either way, the artist has pictured it correctly.

What a conglomeration of meaningless words! If we stay in on the lines a little longer we get fragments of conversation that just satisfy us that the patrons are getting along satisfactorily and out we slip. But what a clear and concise picture we get if we use our imaginations a little and

try to trace out the various conversations to their end.

Here we find an executive talking to a subordinate about mailing important papers and inquiring as to why a certain contract had not been included. Then some one is taken ill suddenly, a doctor summoned, a second doctor following the first; a call to an anxious father, his inquiries as to the first symptoms and as to what has been done and what the diagnosis was; then announcement of the train he would take home.

Factory orders are gone over between the sales office and the factory superintendent. Prices are being quoted. In the midst of it all the steady plug and push of the Long Lines operating employees pushing through to completion the tickets that have been given them to make talk, calling for persons, leaving word and starting conversations; supervisors trying to straighten out entanglements that seem inevitable in the gigantic network of circuits, offices, operators and subscribers with which they are working hour by hour, day by day, year in and year out. It is the exemplification of perpetual motion in its most human form.

Assembly Sidelights (Continued from page 11)

Have Mr. Padmore paged and let him explain how to send a telegram by mail. Some of the folks thought the principle was the same as radio, only more so.

Strolling across the Brooklyn Bridge,

Arnote, of Kan-City, displayed great interest in the cables supporting True citizen it. of Missouri that he is, it took a lot of argument to convince him that they were not water pipes supplying the city of Brooklyn.

There was at least one race track suit in the crowd. Appling, of Cincinnati, created quite a sensation when he first appeared in it. He didn't hesitate to admit that one of its pockets always held a handful of oats.

And as the St. Louis Jolt very aptly says, the preceding paragraphs are in fun.





A pole of the Omaha-Denver line at Lexington, Neb., Above-Looking down the Omaha-Denver lead of the transcontinental just west of Grand Island

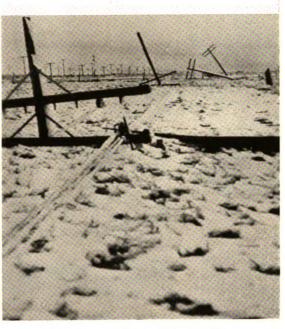
Sixty Miles of Transcontinental Down

By P. K. Harlan, Dist. Plant Supt., Omaha

PRIL ice storms in Nebraska, while not an annual occurrence, happen with such frequency that we are not able to close our sleet season until approximately May 1, our record at the moment of writing being April 18 a few years ago when we lost 500 poles in the vicinity of North Platte. So when we receive April reports from Alliance, Sidney and other places in northwestern Nebraska that it is raining or snowing,

with the temperature around freezing and strong northwest winds, the knowledge that it is spring gives us no particular comfort; we are aware that there is no consistency in the weather in that section of the country.

Having had a recess for five or six years, the storm of April 10, 1922, apparently felt obliged to bring the job up to date. It laid 60 miles of our transcontinental line flatapproximately 12,000 toll line and 8,000 farm line poles on Northwestern Bell Company lines, and miles and miles of Western Union line down. The wires were covered with ice and frozen snow from one to three inches in diameter. The north sides of poles were coated with frozen snow to the thickness of six inches and over. Wind velocity reached 50 miles. The storm area in Nebraska extended east and west about 165 miles and north and south about 50 miles, with Kearney about the center. The storm struck the transcontinental causing our first break 125 miles west of Grand Island at 3 p. m.; from then on as it worked its way east the poles went down until around midnight, when the easternmost break occurred about 40 miles east of Grand Island.

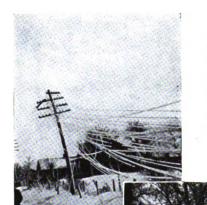


Topsy-turvy land near Lexington, Neb.

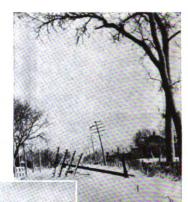
Near Lexington in one single stretch the line was down for a stretch of 10 miles, save an "H" fixture here and there, badly scarred and stripped of crossarms, but bravely standing.

What else can I tell the readers of Long Lines who know the Bell Company spirit of service? Nothing new, I'm sure; only a repetition of what always takes place when the general alarm is sounded. Linemen facing the storm all night covering the line for a report of the damage, and continuing on through the following day. Crews arriving at 3 and 4 a. m., starting right to work after an all-night trip, working in the storm until dark, with several miles to go to get their supper at 9 or 10 p. m. Then to bed, to get up and start work again at daylight. All this going on until service is restored. Because you know our boss, Mr. Public, expects much of us and we must not disappoint him.

Do these men, line inspectors, general foremen, foremen, section linemen and line crews, look upon the work as something extraordinary, savoring of the heroic? I should say not. They scoff at the idea. It is modestly looked upon as part of the day's work.



In the throes of spring fever we are apt to forget that such things as snow storms and sleet breaks ever existed. But here is a bit of what happened to the transcontinental only a few short weeks ago. Over 300 poles went down on the Omaha-Denver line



N March 27, 1920, again on March 27, 1921, and this year on March 18—a few days in advance of the "regular" time—our annual Nebraska sleet break arrived. Seems that Mr. Weathermaker

HE FLAGGED THE LIMITED

C. N. Bunch, Omaha, Needed a Lift, and Grabbed It his goal. Stuck

is running true to form with his troubles.

While it was known that this annual affair was about due and would take place in the vicinity of Lexington, Neb., to be truthful we must admit that it was due to coincidence rather than foresight that Line Inspector C. N. Bunch was at Lexington on the night of March 18. He was covering the Omaha-Denver line on inspection east from North Platte. When he pulled up to the Lexington house at 5 p. m., with the instinct of a veteran he knew trouble was brewing.

Conditions were ripe for a sleet storm. He did not even engage lodging, and at 9 o'clock it was no surprise when the North Platte testboard told him everything was out between Lexington and Grand Island. At this time the wind had reached 50-mile velocity, the wires were loaded with one-half to one inch of ice and the sleet was turning to snow and drifting.

At this juncture there was only one thing to do: start to find out how many poles were left standing between Lexington and Grand Island, a distance of 85 miles. One-thirty a. m. found Bunch at Elm Creek, 25 miles of progress; at 5 a. m. he was 2 miles east of Kearney, still 40 miles from his goal. Stuck in a snowdrift,

after an hour or so of fruitless effort to plow through an impassable road, Bunch abandoned the auto for a more rapid mode of covering the ground and proceeded on foot. He made 12 miles by 10 a. m.

Having by this time obtained a list of some 300 or more poles down, and being several miles from the nearest railroad station he was willing to accept a lift. Observing the Union Pacific Limited in the distance proceeding in the direction of Grand Island, the destination Bunch longed for, and with the knowledge that the office was waiting to hear from him—yes, he flagged the aristocratic Limited!

He flagged it out there in the country, and delayed all that trainload of people hurrying to New York to seek more thrills. Had you told some of these pleasure seekers that this tired out, hungry, but dauntless individual in overalls and belt who boarded their train was better acquainted with real pleasure than they, well, they would not have understood.

His was the genuine satisfaction of

rendering service. From where he boarded the train for the greater part of the way to Grand Island the line could be seen from the train. The report was received in the office in record-breaking time. Due to luck, you say? Well, there may have been an element of luck in it as in most all circumstances of life; but luck in this case had a mighty strong ally.-P. K. H.

Cyclones in Tennessee

URING the afternoon of March 14 cyclones caused considerable damage to telephone plant in

At 3:35 p. m., 31 poles of the Terre Haute-Nashville line were blown down, starting one mile south of Guthrie, Ky., which is located on the Kentucky-Tennessee state line.

General Foreman Al Parker and Section Lineman Tom Gray restored service on three circuits at 11 o'clock that night by using twist that was started out of Nashville before a full report of the damage had been received. This left ten circuits to be made good.

Section Lineman Clark and the gang of Foreman Carter reached Guthrie during the night. Four reels of emergency cable

Nashville line, after

the storm of March 14

came in from Evansville early the next morning. The cable was taken to the break and installed, the last circuit being made good at 11 a.m.

The pictures of the poles down in the muddy field, with no road in sight, tell a pretty good story in themselves of what was necessary to run the twist and put the

emergency cable in place.
At 3:45 the same afternoon eight poles of the Nashville-Montgomery line were blown over at Lesters, Tenn., 82 miles south of Nashville.

Four Cumberland Company men from Pulaski, Tenn., worked all night in the rain and wind, restoring service on two pair of 8's at 9:30 p. m., and having all circuits clear by daylight.

In addition to the poles being broken, several spans of wire were blown away. Forty poles were left leaning.—L. E. W.

The Long Lines Department, working with the Bell Company of Pennsylvania, conducted a demonstration of radio and long distance telephony at Harrisburg, Pa., at the invitation of the Harrisburg radio club. The program included a call to Havana, a roll call of stations to San Francisco, moving pictures, and music and broadcasted matter heard by radio.



sized bed of flowers



At left
CLARENCE ANDREW WICKS
Section Lineman, Greenfield, Mass.

CITATION

In recognition of exceptional devotion to public service.

On November 30, 1921, after a severe sleet and snow storm which swept New England, Section Lineman Clarence Andrew Wicks left his home in spite of the critical illness of one of his children and rendered important service in restoration work on the Springfield-Greenfield line, east of Greenfield, Massachusetts.



THE BRONZE MED

"For Noteworth VAIL MEDAL AW

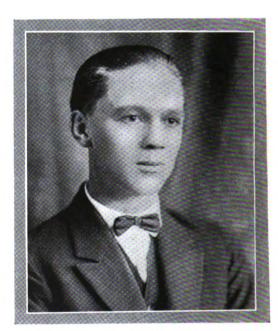
Below HAROLD C. LACHAPELLE Chief Equipment Man, Denver, Col. CITATION

In recognition of noteworthy public service under extraordinary conditions.

conditions.

On June 3, 1921, due to a severe flood, the city of Pueblo, Colorado, was entirely cut off from the outside world. Setting out in an automobile because all train service had stopped, Chief Equipment Man Harold C. LaChapelle and Section Lineman Harry James Carper left Denver on June 4, and traveling under hazardous and exceptionally difficult conditions reached Pueblo on the evening of June 6. By getting through to Pueblo and by their subsequent meritorious work, they contributed materially to the restoration of long distance service over the transcontinental route.





Above
DANIEL WOOD SOESBE
Section Lineman's Helper, Stuart, Iowa
CITATION

In recognition of prompt action in meeting an emergency in which human life was at stake.

On the evening of December 30, 1921, while Section Lineman's Helper Daniel Wood Soesbe was stopping at the Clifton Hotel, Marshalltown, Iowa, a wind storm blew in a heavy plate glass window, in front of which a three-year old child was playing. With great presence of mind, Section Lineman's Helper Daniel Wood Soesbe leaped and picked up the child from the spot where the glass fell an instant later, and thereby saved the baby from serious injury or death.



At right CORTEZ WILLIAM WILLEY Section Lineman, Providence, R. I. CITATION

In recognition of prompt action in meeting an emergency in which human life was at stake.

On February 8, 1921, while on his way to work, Section Lineman Cortez William Willey saw a small boy struggling in the water of Lee's River, at Swansea, Massachusetts, with the current dragging him beyond his depth. Acting promptly, Section Lineman Willey tied his hand-line to a board and got it to the boy who held on until nearly ashore when, becoming chilled and numbed, he lost hold. Section Lineman Willey thereupon waded into the water and carried him to safety.



THEY WILL RECEIVE

Public Service" VARDS FOR 1921



Above
CHARLES JOSEPH SKILL
General Line Foreman, St. Louis, Mo.
CITATION

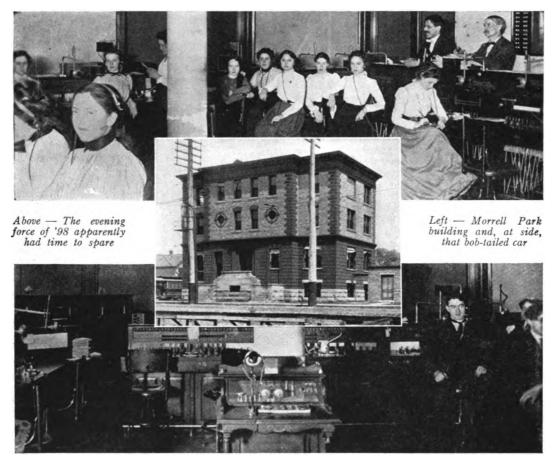
In recognition of exemplary and meritorious action which resulted in the saving of human life through individual initiative and a knowledge derived from telephone training. On the morning of June 8, 1921, while General Line Foreman Charles Joseph Skill was directing the work of re-establishing communication on the Kansas City-Denver line after the Pueblo flood, a section lineman was knocked unconscious by a bolt of lightning which struck the wires some distance east of where they were working. Acting promptly and with good judgment, General Line Foreman Skill resuscitated the victim by first aid measures and thereby probably saved his life.

Below HARRY JAMES CARPER Section Lineman, Denver, Col. CITATION

In recognition of noteworthy public service under extraordinary conditions.

On June 3, 1921, due to a severe flood, the city of Pueblo, Colorado, was entirely cut off from the outside world. Setting out in an automobile because all train service had stopped, Section Lineman Harry James Carper and Chief Equipment Man Harold C. LaChapelle left Denver on June 4, and traveling under hazardous and exceptionally difficult conditions reached Pueblo on the evening of June 6. By getting through to Pueblo and by their subsequent meritorious work, they contributed materially to the restoration of long distance service over the transcontinental route.





Over the desk telephone in the foreground many a carload of Chicago merchandise was sold

MORRELL PARK-1898

By Miss R. E. Smith, Chicago Traffic

EFORE the days of automobiles and spacious trolley cars such as are in use now, the little bob-tail electric car in the central picture above—we called it the "West End"—shuttled back and forth over the two miles between Morrell Park and the end of the line three times an hour. "I missed the West End" was the common excuse for tardiness.

The car was heated by means of a little coal stove. I mention the stove particularly because it calls to mind a time when we were snowbound and John Raymond, now with the Illinois Bell at Springfield, took the little coal shovel belonging to the stove and scraped the snow from the track for several feet. His labor was in

vain. The wheels whirled around but failed to grip the track. And we walked.

During the February thaw when the gulleys overflowed and the elevated side-walks caved in, this little old Morrell Special would refuse to run because of the water getting into the motor. Part of the territory through which we came joined the Hetty Green patch; and if Hetty had put in sewers she would have had more blessings than curses poured upon her. It was even rumored that Hetty was interested in the manufacture of rubber boots.

The picture with the two men in the right hand corner: Evidently the all-night force were not very busy. The man on the left is Clarence S. Edward, now with the Illinois Bell Company. In the left hand corner crosswise of the switchboard can be seen the old 850 board. This was also the rate and route desk; no pneumatic tubes were required, as a deft flip of the hand carried the ticket to the Morse operators, who passed it on if they did not handle the call.

Over the desk telephone, in the center of the picture, carloads of cattle, hogs, hams, etc., have been sold. When the first contract connection was established between the Cudahy Packing Company at Omaha and Boston, it was frequently necessary to repeat the message at Chicago.

The evening force, the picture at the top of the first page: What do you suppose

was happening to the service while this picture was being taken? Service waited for the picture, that's all; this was long ago.

There are only three of the girls shown in the picture still in the service, and they have requested that their names be withheld as they look younger now with short skirts. Both men have since left the service, the one to the right is now a wealthy



Just imagine. The boy in the center of this group is now a married man with a family



Ten to one the younger set of today, on glimpsing this masterpiece, will say in loud, untrammeled voice, "Why're they hiding their feet?"

farmer; he made most of his money raising mushrooms.

The bunch in the rest room: The girl on the left sacrificed a wonderful musical career to get married. Miss Ethel Riddle on the right, busily sewing, has become a very successful business woman having a large shop handling millinery and ladies' wearing apparel.

Mrs. Pimlet, the matron standing, died several years ago. The rest of the girls have married and moved away. They all seem to be much afraid of showing their feet.

The group of men: Mr. Breen (commonly called Eddie Breen) is still in the business with the Pacific States Company at Spokane. Mr. Schram, who went west with him, returned to Chicago and became interested in the real estate business.

Gus Johnson is the man who at one time got up out of a sick bed to clear a case of trouble no one else could clear.

Leo Peters is the same Leo and never will be any different. His brother Will, the exact opposite of Leo, is still with the Company; also Mr. Pfeiffer, Mr. Salisbury, Mr. Bass and others whose names I do not remember. Mr. Bunbury and Mr. Tabor are now in New York.

Louis Stanley Price

OUIS STANLEY PRICE, a well-known and popular Long Lines employee at Morrell Park, Chicago, succumbed to heart disease at the South Shore Hospital, Sunday evening, March 19, after an intermittent illness extending over a period of two years.

Mr. Price was born at Springfield, Wis.,

December 23, 1881, and was 40 years old at the time of his death. He has resided in Chicago practically all of his life.

His first position was with the Western Union Company as a messenger boy, in 1893. After learning the telegraph business he remained with the Western Union Company until 1904. From 1904 until 1906 he was with the Postal Telegraph Company and from 1906 to 1907 with the Western Union Company again.

He was employed by the A. T. and T. Company February 11, 1907, and has been an efficient and faithful employee. He worked as a Morse

supervisor in the Chicago office and in the Morse and testboard departments at Morrell Park. At the time of his death, he was assigned to the testboard at Morrell Park in charge of the Philadelphia-Chicago and Norwalk-Chicago lines.

He was married to Miss Marie Foley, a long distance operator at Morrell Park, October, 1916, and is survived by a widow and two children.

Mr. Price was noted for his amiable and jovial disposition and was beloved by all who knew him. He was always solicitous for the welfare and happiness of others and he leaves behind a memory that will ever be fresh in the minds of those who were associated with him.

Funeral services were held at his late residence. A quartette composed of W. O. Haas, N. C. Le Vee, E. J. Munson and E. F. Hagen sang. The pall-bearers were G. L. Salisbury, Leo Peters, J. J. Grace, H. G. Hull, C. F. Fuhrman and H. L. Burkhardt. Quartette and pall-bearers are employees of the Long Lines Department.

What Is Rivalry?

THE Traffic Transfer was talking things over with his new Boss. "Well," he said, after many things of interest had been discussed and policies outlined, "I'm mighty glad to see that Quantico, where I am now, has been leading during the past few weeks and that Squeedunk and Sacarappa have fallen behind." "Yes," said the Boss,

who decided that the the Transfer's viewpoint could by a few gentle pushes be brought back on the right track, "It is mighty fine to see Quantico where she is and she deserves high ranking, for the recent results have been as high as any office has ever reached. We can take pride in that fact, but we cannot afford to glory in the misfortunes of another. Regardless of location, we are all teamed together. One's misfortunes hold back the accomplishment of all the rest of us."

"We are not competing in the sense that merchants compete with one another. Under such con-

ditions one merchant's loss may be the other fellow's gain. But if Sacarappa suffers a setback, with us it is a setback for the whole team."

The rivalry which we now find between offices and between divisions makes for a healthy situation provided it is carried on, not with the thought of obtaining advantage over the other fellow or reaching the top through his misfortunes, but when animated solely with the desire of being the largest contributor to the success of every other fellow or office in the organization.

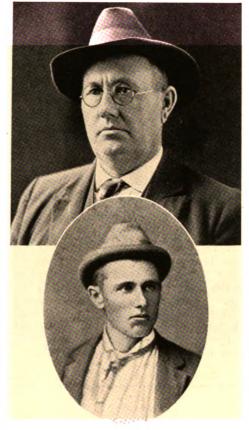
When any office or department comes through in a highly creditable manner it should be acclaimed for the contribution toward the success of all. And when an office falls behind every one of us is a partner in the misfortune and our spirit should be one of regret and desire to help rather than one of jubilation—J. P. W.

Thursday, March 30, Miss Josephine Krone, 19 years old, of St. Louis Traffic, died after an illness of three weeks.



Louis S. Price, Morrell Park, who died March 19





Jim Gary, Birmingham, Ala., of the erstwhile 80's, and James D. as he looks today

OME of the experiences of James D. Gary, Line Inspector of District 34, headquarters Birmingham, Ala., are interesting and carry one back to the early days of telegraphic and telephonic communication.

Jim began his first job on February 1, 1884, with the Western Union Company at Nashville, Tenn., in the capacity of groundman. He assisted in stringing the first copper wire in the South, between Memphis and Chattanooga. Cypress ladders were

used to mount the poles, instead of our present day climbers. A small hand vise was used in making connections in the wire, instead of the modern connectors.

From 1884 until 1908 he was employed with the Western Union Company, the Cumberland Tel. and Tel. Company and the East Tennessee Telephone Company. In October, 1910, he was employed by our Company at Decatur, Ala., as section lineman. He served in this capacity until 1914 when, due to his conscientious efforts, he was promoted to his present position.

In September, 1915, the Company experienced one of the severest tropical storms in its history along the southern coast of Louisiana, Mississippi and Alabama. Jim

Our Who's Who

With James D. Gary, of Birmingham, Ala., Grimly Taking the Spotlight

at that time was in Decatur, Ala., supervising the cutting of trees on the Nashville-Montgomery line. The chief testboard man reported that we had lost all wires into New Orleans and Jim was requested to get all the men and material together and arrange to go to New Orleans immediately.

Arriving in Hattiesburg, Miss., on the afternoon of the 30th, with a coach load of men and a baggage car load of tools and material, he found, to his disappointment, that the New Orleans and

Northeastern Railroad Company had annulled all trains between Hattiesburg and Slidell, La.

Gary immediately got in touch with the railway superintendent, the master of trains and the chief train dispatcher. He was informed that it would be at least four days before they would operate any trains between these points.

The only alternative, in Jim's mind, was to appeal to the president of the road. Accordingly Mr. Ford, in his private car, was approached and after the circumstances were explained agreed to put our men into Slidell, provided that he, Mr. Ford, would be permitted to use the first wire made good. This request was granted and the

men departed for Slidell at once. Seven hours after they arrived, they had two circuits working into New Orleans, with the assistance of the Cumberland Company's forces out of New Orleans. Mr. Ford granted Jim the permission of using all trains between New Orleans and Hattiesburg for the transportation of his men without charge.

On July 19, 1916, Gary was supervising the work of driving piling on the Montgomery-New Orleans line in Biloxi, Miss., Back Bay. Mr. Barnes called Jim from Mobile, informing him that the president of a lumber company in one of the small towns in Alabama (a wealthy land owner) had refused to allow the division gang to restore service on the Meridian-Mobile line which crossed his property, although the Company had bought right of way privileges from the man at the time the line was built.

Jim was asked to take the situation in hand and restore service. The lumber man had made threats that the first man who took up the work would be shot and consequently the men in the gang would not attempt to handle the matter. Jim left Biloxi with the understanding that he would take charge of the gang and handle things in his own way, and that he would have service restored by five o'clock of the following afternoon.

Upon arriving, with one of the section linemen and several other men, he took charge of the two division gangs and began restoring service. The lumber man opposed him with abusive language and threats, but Jim pushed the work with all possible speed. The language and threats became severe, until at last Jim went to him, told him with considerable emphasis that it had to stop, that we had authority to perform that work, and that the courts were still working, if the gentleman cared to use them.

The lumber king caused no more trouble, and service was restored at five o'clock as

Jim's sunny disposition, plus a determination to produce results, makes him a wholesomely unique character. In stature he is comparable with Samson of old, although with less hair—not to mention a certain bulk of figure that probably would have met with the frowning disapproval of Venus de Milo.

Right Down to the Individual

AVE you ever taken the time to realize that no matter how independent we may think ourselves, we are really dependent on one another; and that alone we would be unable to exist?

Every one, great or small, has his place in this telephone world of ours and it is the combined effort of all that makes it what it is. It may be likened to a huge piece of machinery in which every wheel, screw and bolt has its particular work to do in order that the machine can perform its assigned duty.

Co-operation is most essential in bringing success to our family. Each department must depend on or co-operate with the others to render the desired service. So where is there a better place to prove its value than right at home?

The Bell System has hundreds of offices throughout the country which, by working together, give patrons a dependable, universal service. Can we comprehend what a chaotic state things would be in should the various offices cease to co-operate?

During the last year or two, individual employees have come to realize more fully the value of team-work and this is shown by improved service results. We also find that by assisting one another we not only succeed more easily but get more real joy out of our jobs.

On the social side we have discovered that we enjoy things much more when we share our pleasures with the other departments.

Within the last three years the Employees' Association has brought the fact home to us that the interests of officials and employees are mutual and that we can succeed more easily and to a greater extent by working together for our one aim, satisfactory accomplishment of public service.—Alice Walker, Kansas City Traffic.



Officers of the Association's governing bodies during the coming year. Front row, left to right: Mrs. Louise Boynton, Secretary-Treasurer, Executive Committee; E. J. Padmore, Vice-Chairman, Executive Committee; Miss Rosalie I. Mooney, Vice-President, Third General Assembly. Back row—E. J. Johnson, Secretary-Treasurer, Third General Assembly; G. A. Richardson, Chairman, Executive Committee; A. G. Henning, President, Third General Assembly

NEW OFFICERS AND THEIR RECORDS

RS. LOUISE BOYNTON, of Kansas City, Mo., was a member of the Constitutional Convention in 1919. The next year she served as president and chairman of the executive committee of Traffic Branch 54, delegate to District Board 52, delegate to and vice-president of, Division Council 5 and member of the First General Assembly. In 1922 she is again delegate to District Board 52, of which body she is president and chairman of its executive committee. She is vice-president of Division Council 5, a member of its executive committee, secretary-treasurer of the General Traffic Board and Secretary-Treasurer of the Executive Committee of the Third General Assembly.

E. J. Padmore, New York, also served in the Constitutional Convention in 1919. In 1920, Branch 3, General Traffic, sent him to the General Office Council as a delegate. He was a member of its executive committee. He was Vice-President of the First General Assembly, and served on its Executive Committee. Last year he was president and executive committeeman of the General Office Council, a member of the Second General Assembly, Vice-Chairman of its Executive Committee, president of the General Traffic Board and chairman of its executive committee. This year he is president of the General Office Council, chairman of its executive committee, Vice-Chairman of the Executive Committee of the Third General Assembly, president of the General Traffic Board and chairman of its executive committee.

Miss Rosalie I. Mooney, Philadelphia, is president of Traffic Branch 4 and chairman (Continued on page 33)



"The chairman staggered into the conference room"

Outguessing Trouble

By H. S. Percival, Engineer of Outside Plant

magnitude of the job when the chairman, H. M. Warke, staggered into the conference room under a load of questionnaires which almost hid him from view—1016 of them. More than a thousand employees had sufficient regard for their own safety and that of their fellow employees to send in stories of accidents and valuable suggestions as to what might be done to reduce the number of accidents in future.

T is proba-

blethat

mittee on

accident

com-

the

prevention got

its first real con-

ception of the

And what a range of activities they covered! Sad stories of serious accidents, glad stories of narrow escapes; ranging from one man who said he was trimming a tree and when he reached for a limb it wasn't there, to another who said he dropped a manhole cover on his toe, and in answer to the question as to how it might have been prevented, stated that it was unavoidable.

And the suggestions as to what might be done to avoid accidents! When these were summarized, and there were over 50 different methods suggested, they covered a range of ideas varying all the way from suggestions for changes in feminine wearing apparel to the opinion that the way to avoid accidents in connection with the work was to stay at home.

With regard to how employees felt the booklet on Safety First should be prepared, there were many excellent suggestions, which the committee has summarized and will follow in its work. One method which the committee might have overlooked was found in the answer one man made to the question as to how, in

his opinion, the committee should set about preparing a booklet on Safety First. He replied, "See a printer."

The com-

mittee spent almost an entire week in studying and analyzing the questionnaires and report that if they can do as good a job in preparing a booklet as employees have done in sending in the material, there will be no dissatisfaction with the results. It very quickly became evident that in the opinion of the vast majority of employees the most common cause of accident is carelessness on the part of the injured employee, with carelessness on the part of fellow employees running a close second. There were many who stated that disregard of instructions was a common source of accidents.

There was a story a number of years ago about a conductor on a trolley car who appropriated so many of the fares on his first trip that the inspector at the car barn thanked him heartily for having brought the car back. The committee was inclined to express similar sentiments toward the few whose only notation on the questionnaire was their name. However, this was 90 per cent. better than not sending it in at all, which the committee regrets to say did occur in some cases.

It was clearly the consensus of opinion of the employees that the booklet should be divided into various parts, each part relating to a particular kind of work, such as cable work, equipment work, work on open wire lines, and so on. With this thought in mind the committee, after summarizing and tabulating the replies, separated the questionnaires into groups where the stories of accidents referred to the different classes

MAV, 1922 ONG INES

of work just mentioned, and assigned each class to some one member of the committee familiar with work of that kind to prepare drafts of that section of the booklet. There is an immense amount of work ahead, and in order to do a first class job a considerable amount of time must be spent. The committee, however, hopes to report further progress in the near future.

A Case In Kind

Fiction, We Understand, but True to Life

It was late October. There was a tang in the air and Foreman Brown's men were going down the road "laying up" wire on the Cincinnati-Chicago line out of Monee, Ill. Everything went along as usual, with prospects of a good day's work, until Linemen Smith and Black decided to race the next mile to see who could lay up on the most poles. They were both first

class linemen and it was a pleasure to watch their work.

When Smith hit pole 10375, a 35-foot "A" chestnut, he went up in a pretty burst of speed, as he was nearing the end of the mile. After placing the wires in, in positions, he proceeded to descend the pole by "dropping" to gain time.

About 12 feet from the ground his left spur cut out. As he tried to catch himself it gashed his leg just above his right ankle. When he reached the ground, the cut was discovered to be

bleeding profusely.

The gang men present all gathered around but their excitement made their attempts to stop the bleeding ineffectual. In a few moments Foreman Brown came up and, as luck would have it, he was familiar with first aid practices. Smith was shortly on his way to the doctor in Monee.

While Dr. Wilsox was probing and cleansing the wound, Smith was heard to make several unintelligible remarks, but not until the wound was all bandaged could it be understood that he was saying over and over, "Never again!"

—W. N. Rowley, Chicago.

New Officers and Their Records

(Continued from page 31)

of its executive committee, president and chairman of the executive committee of District Board 21, executive committee member of Division Council 2 and Vice-President of the Third General Assembly.

E. J. Johnson, Boston, was secretary-treasurer of Plant Branch 5 in 1920 and president of the Branch in 1921. This year he is vice-president of Branch 5, a member of the executive committee of District Board 13, secretary-treasurer of Division Council 1 and a member of its executive committee, and Secretary-Treasurer of the Third General Assembly.

G. A. Richardson, Atlanta, in 1920 was sent to represent Plant Branch 6, of which he was treasurer, on Division Council 3. He was a member of the Executive Committee of the First General Assembly.

Last year he served on the committee on revision of the constitution, and was also secretary-treasurer of Branch 77. He retains the last named office this year, is a delegate to Division Council 3, president and chairman of the executive committee of the General Plant Board and Chairman of the Executive Committee of the Third General Assembly.

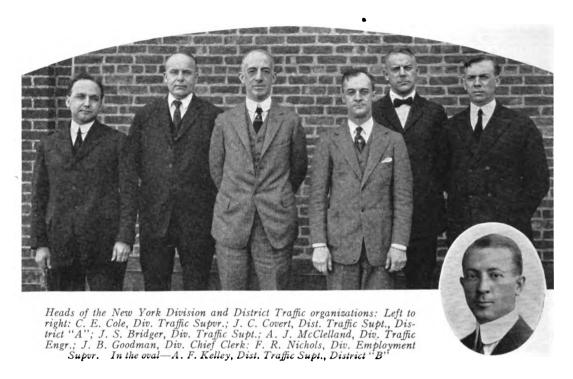
A. G. Henning, Chicago, last year represented Plant Branch 36 on Division Council 4, of which he was secretary-treasurer. He served as a member of the Second General Assembly. This year he is president of Branch 36 and a member of its executive committee, secretary - treasurer of Division Council 5, President and a member of the Executive Committee of the Third General Assembly.

Traffic Branch 107, Cambridge, O., entertained E. L. Kane, District Traffic Superintendent, on Wednesday evening, April 12.

This was a get acquainted meeting, as Cambridge was transferred from District 23 (Pittsburgh) to District 43 (Cincinnati on the first of January.



Dropping down a pole's a good short cut to the hospital



New York Traffic Reorganized

OING the traffic job more efficiently and more economically was the underlying thought in the formation of the new division office and district traffic organizations that started to function at New York on April 1. Coupled with this was the idea of being organized in advance to handle growth in the traffic and give satisfactory service when the present favorable situation in respect to employments and circuit conditions does not exist.

The old district organization at New York was organized in the same manner as all other districts, the district superintendent being responsible for service, facilities, employments, operators' schedules, welfare work, dining-room administration, clerical and payroll work. Because of the size of the New York office, with its 5,000,000 calls annually which made the district almost as large as Chicago, Cleveland and Philadelphia combined, it was considered desirable to depart from the usual district set-up and re-assign the work.

Two districts were therefore created each in charge of a district traffic superintendent whose only function is the handling and the administration of the force actually handling the traffic, all other so-called district work being handled in the division office.

The following district and division appointments have been made, and the work formerly under the district superintendent assigned as indicated:

District Traffic Superintendent, District "A" J. C. Covert

The handling of all traffic now assigned to the fifth floor which comprises Inward, Through, Distributing, Rate and Charge Quoting, Ticket Filing and about two-thirds of the outward traffic.

District Traffic Superintendent, District "B" A. F. Kelley

The handling of all traffic now assigned to the fourth floor which comprises Recording, Directory, Oral Complaints, Full Talking Service, Information and about one-third of the outward traffic.

Division Traffic Supervisor C. E. Cole

The handling of all training work and the investigation and disposition of letter complaints, in addition to the usual duties of a division traffic supervisor.

Division Chief Clerk, J. B. Goodman

The handling of all clerical work and the supervision of costs, in addition to the usual duties of a division chief clerk.

Division Traffic Engineer, A. J. McClelland

The handling of work relating to circuits and equipment except the routine work of reporting troubles, etc., in addition to the usual duties of a division traffic engineer.

Division Employment Supervisor, F. R. Nichols

The supervision of employments, welfare work, public relations, the administration of the New York lunch room and the provision of guides for visitors.

Under the new set-up, the five chief operators at New York report to the respective district traffic superintendents, instead of to traffic chiefs; and each of the two district superintendents is in a position to have close supervision over and direct contact with the day-to-day handling of the traffic and with the force that actually handles it, thus obviating the necessity for delegating the work of handling or improving the service, which was necessary under the old set-up.

It is anticipated that economies in force and costs will be accomplished because of

the elimination of certain duplications in service work and records, and as a result of the very close contact that is maintained between the district and division forces. The district traffic superintendents being enabled to keep in very close touch with the service and the force, by reason of the fact that their jobs are 100 per cent. service jobs, are in a position to make the best disposition of personnel without being obliged to rely to too great an extent upon subordinates, and delays that formerly occurred in making effective new service practices and instructions because the district superintendent

was tied up with other than service work have been eliminated.

With the unusual plan of having two districts in one office, it can be readily understood that competition between them can be more easily promoted and the effect of "office size" on the service results greatly reduced.

From the standpoint of our Employees' Association, it is thought that the new setup, which of course will result in two district branches where formerly one existed, will be advantageous because the size of the respective executive committees will not be so large as to be unwieldy. Furthermore, the division office branch can work more effectively because of the increase in its size due to the transfer of a number of employees from the old district to the division roll.

The creation of the two districts, carrying with it a division of the outward New York traffic, makes possible more effective supervision of the service by circuit groups and is expected to result in keeping the per cent. of calls uncompleted at a minimum. The problem of force adjustments has also been made easier by actually dividing the operating force into two parts and treating each as a separate and distinct unit.



H. G. Ward, who replaces E. B. Holden in charge of Telegraph Service Results in New York, began work in our New York testroom in 1903. He became chief testboardman at Providence in 1908, and in 1916 moved to Boston in the same capacity, where he has been ever since

Shifts in the Line-up

Commercial

W. L. Dusenberry, Commercial Representative, Atlanta, to Cleveland, Ohio. Clifford H. Gorin, Clerk, Chicago, to Commercial Representative, Atlanta. (This promotion is unusual because the employee advanced so far without holding intermediate grades.)

Traffic

Margaret A. Bunce, Clerk, Buffalo, to District Cashier.

Martha H. Rast, District Cashier, Buffalo, to District Chief Clerk.

Edna W. Thomas, Senior Operator, Philadelphia, to Supervisor.

Buxton, Senior Mary Operator, Philadelphia, to Clerk.

Plant

A. H. Kingman, District Inspector, Boston, to New Haven.

G. M. Fraser, Chief Test-

board Man, Providence, to Boston. S. H. Riker, Technical, District Office, New York, to Troy, N. Y.
W. O. Currier, Clerk, Boston, to District Chief

Clerk, New Haven.

I. W. Gerring, Testboard Man, Boston, to Chief Testboard Man, Providence.

Testboard Man, Providence.
B. W. Shircliff, Technical, Buffalo, to District Inspector, Troy, N. Y.
M. H. Kuehn, Technical, Division Office, New York, to District Inspector, Buffalo.
L. A. Stamler, Clerk, Buffalo, to District Chief Clerk, Troy, N. Y.
J. A. Duncan, jr., technical, Division Office, Atlanta, to District Inspector, Charlotte, N. C.
F. L. Freetly, Testboard Man. Indianapolis. to F. L. Freetly, Testboard Man, Indianapolis, to Chief Testboard Man, Logansport, Ind.

"The wisdom of the looker-on is cheap but seldom useful.'

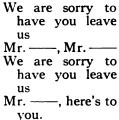
it possible that this is the district plant office? This was my thought on entering Mr. Quimby's accounting office, Boston, about 6:30 on Saturday evening, March 18, after seeing in it two long tables draped in spotless white and decorated with platters, candles with hoods on them, eating irons and other feeding tools sufficient to appease 60 or more scandalous appetites of Employees' Association members.

The occasion marked the rejuvenation of District 12 at New Haven, Conn., and a couple of other transfers affecting the Boston office.

A local caterer with an African brogue performed culinary stunts. M. J. Costello, the Long Lines representative at Somerville, Mass., mistook some of the table decorations for an extra course and ate a considerable amount of them before he was subdued by the salvage committee.

Between courses everybody joined in singing an appropriate song in ten verses, bidding good-bye to the 10 gentlemen about to leave the district office. The words in each verse were identical, only the name of the respective departing guest was inserted. The music to this song was written in seven sharps, four flats and

mingled with the nasal twang of a visitor from the New York office. It ran something like this:







When Mr. McDonald wasn't dancing

BREAKING HOME TIES

By R. L. Bodine

tion, a piano appeared on the scene. Ed. Mc-Laughlin juggled the ivories with great ease and with his accompaniment Miss Kuhn, of the Traffic Department, rendered several songs in a charming manner.

Speeches were made in abundance: each guest of honor made at least one. Mr. Lyman tried three; Henry McDonald had one all typed in red, but thoughtlessly left it at home. However, the real treat of the evening came when Mr. Quimby addressed the gathering.

Stimulated by four helpings of ice cream, Mr. Quimby feelingly expressed the loss of 10 good fellows, but

gave them encouragement in assuming their new duties. He also produced a verbal list of men who, years ago, passed through the portals of the Boston office and now adorn the pinnacle of telephone fame in all parts of the United States.

After the quartette composed of Messrs. Sheridan, Mee, Byers and Travis, had rendered several selections, dancing consumed the rest of the evening.

It was a most regrettable fact that the ladies were in the minority. Their presence was marred by a smoke screen set up by the office boy, and only at certain intervals were they visible. However, the gentlemen wizards at dancing agreeably took

their place in line and grabbed the next girl when it came their turn.

Mr. McDonald was the busiest man in the room. After each dance he lost a fresh cigar; having parked it in some conspicuous place, it invariably vanished when the music stopped.

This remarkable gathering was another demonstra-



Mr. Costello amazed the salvage committee



Mr. Quimby feelingly expressed his loss

tion of what the Employees' Association does for its members. Before the birth of the organization no such gathering was ever suggested, thought of or carried into being. The regulation good-bye, good luck, or hope to see you again was prevalent in those days.

The Association has changed all that. Closer relationship, a more cordial feeling and greater regard for the other fellow seem to prevail. So it should be, and it is

essential that the true spirit of personal interest, as demonstrated at Boston on the night of March 18, 1922, will be reflected throughout the Long Lines Department.

From Branch 22

We knew it, gosh darn it! Some guy got to writing up District 13 in Long Lines and asking whether or not it was on the map.

happened.

Out came the old bush hook and chop, chop, first District 12 was carved off and then 13 promising limbs were amputated to be grafted to the old Long Lines tree on other branches. Yes, sir; 13 of them—Miss Tubman; Ward, Kingman, Fraser, Gerring, Currier, Keane, Johansen, Wadin, Hoffman, Hall, Bowlby, Talbot—count 'em and weep, as the sob sisters did when they said, "Mr. Member, we are sorry you have to leave us," at the entertainment given as a send-off to departing members by Branch 22.

The affair was a complete success from soup to wobbly speeches. The 13 members affected by the transfer have gone forth carrying the stamp of the old district and cherishing the sound and kindly advice given each one personally by their wise and good leader, C. C. Quimby. Good luck to them is the wish of Branch 22, and they in turn wish continued success to Mr. Quimby and his people in District 13.

Committee to buy a bell for a church in a Boston suburb called up factory at Troy, N. Y., listened to several ringing over the wire and then made their selection. Surely this comes under the head of toll business.

Wurra! Wurra!

OME all ye pretty colleens, I've a story I would tell

Of the Milwaukee St. Patrick's party, that turned out rather well.

'Twas given on the evening of March 16, you see,

And a jollier time could not have been had, I'm sure you'll all agree.

The fun commenced at eight o'clock, and

all who could attend Were there at the start and stayed right through, 'till the affair was at an end.

Miss P. Schuster was on deck and feeling quite her best;

Mrs. Irma Meyers came along arrayed in a brand new dress.

The music box was working fine; we sang, we played, we danced,

While for putting on the records, I know each one had her chance.

And then there were the eats, oh, boy! Was never treat so rare!

I will outline to you, but briefly, the many goodies there.

There was candy, there was ice-cream, there were cookies short and tall,

And those delicious salted-peanuts! They were the best of all.

In serving the coffee they forgot that Miss Behrendt drank the stuff,

But she sent out an Irish whisper and that seemed to be enough.

We played a lot of games and we had a lot of fun,

I cannot mention all of them, but I'd like to mention one.

'Twas a telephone game we played, we all sat in a row,

Everything was running smoothly, 'till they called Grand 120;

Now there's nothing wrong with that line, but I heard the others tell,

That they might have picked another one, for we all know it's—well——

I'll leave it to your imagination, and I hope that it is keen,

Anyway we all enjoyed ourselves at, "The Wearing of the Green."

—Н. L. В.



The ladies, at intervals, were quite visible

Now see what has

Many Happy Returns!

N Thursday evening, March 23, Branch 108, New York Division Traffic, gave a juvenile birthday party at the Telephone Club in honor of six members of the force whose birthdays occurred during the month. The members were dressed to impersonate youngsters approximating 15 years of age and the costumes were strikingly effective.

The party was chaperoned by the head of our official family, Division Traffic Superintendent James S. Bridger, who for the time being was addressed by his youngsters as "papa" or "pop" as childish

fancy dictated.

After the grand march a chicken dinner was served with all of the essential trimmin's, including a birthday cake. Later, dancing was indulged in and numerous games were played. As an indication of the general good behavior of the youngsters, let it be said that Father Jim found it unnecessary at any time to chastise or even admonish any of his charges.

Later in the evening, he addressed a few remarks to us in his usual happy manner and shortly afterward the party broke up to let the children get to bed at their usual

hour.—D. E. U.

Phoneton Wedding Dinner

A short time ago the news spread through the Phoneton, O., office that the chief operator, Miss Kathryn Snyder, had become the bride of Harry Joline, of New York City, three days previously. The wedding had taken place in Columbus, the only witnesses being Mrs. Jessie Matson, who was test-wire operator at Phone-

ton during the late war, and J. Q. Almack, both of Zanesville, O.

Monday evening, March 26, the Phoneton Traffic and Plant Departments gave a 6 o'clock dinner in the exchange building, at which Mr. and Mrs. Joline were the honored guests. Afterward L. B. Manchester, as spokesman for the Traffic and Plant Departments, presented Mrs. Joline with an electric breakfast set, consisting of tray, creamer, sugar bowl and electric percolator.

A Plant Association meeting was then called and while this was in progress, the girls took the opportunity to wash up the dishes. (Prospective husbands please note.) When 9 p. m. arrived—time for the last 'bus to Tippecanoe City—it was found that a two-ton cattle truck had been substituted for the regular machine, and the entire Tippecanoe City crowd, with the bride and groom in the most prominent place, pulled away from Phoneton amid rice throwing and shouted good wishes.

Bill Wires In

Just as I was getting my A. double T. stock paid up (which same is for purpose of rainy day, otherwise old age in case it don't rain, otherwise orphan asylum in absence of old age), and with happy anticipation of such forthcoming indolence, I was disturbed by approach of committee of branch.

"Bill," they announce. "You are respectably elected to be local correspondent for

local to Long Lines magazine."

Now my experience as correspondent is just exactly minus times minus equals minus. But am willing to try anything first time. Here's hoping typewriter hits on all six.—T. W. S., Greensboro, N. C.



Ponce de Leon would have got some pointers on his quest for eternal youth if he could have looked in on this New York Division Traffic party

River Work

SEVERE sleet and wind storm broke pole No. 17866, of the Chicago-Minneapolis line, which is set in between three piling in the St. Croix River, at Stillwater, Minn. This pole is in the name of the Tri-State Company'
On March 23, T. R. Pratt, Chief Test-

On March 23, T. R. Pratt, Chief Test-board Man at Minneapolis, called General Line Foreman Tice at the St. Francis Hotel, St. Paul, and stated that the Tri-State Company would be unable to replace this pole on account of the location and condition of the ice in the St. Croix River. He requested Tice to go to Stillwater, look over the job and see if he could take care of it with one of the crews of men under his supervision. Tice stated that it was not necessary to go out and look the situation over, as he would take care of it, but he would go out and see what was needed in

the way of replacing the pole.

The following Saturday Tice ordered Foreman J. Robson and his crew, who were working at White Bear, on breaks to Stillwater, although it was a hazardous job, as the ice was broken up in irregular slabs with numerous air holes. On this date the old wreckage was removed.

On Sunday, with an audience of about 500 people on the pontoon bridge, the new pole was set in place and all work completed without accidents or trouble of any kind.

"It is indeed true,"
says Dreier, "that
many who are busy
are only picking up
beans they have
spilled."

R. I. Outings Begin

THE place was Duby's Grove and the day was Thursday, March 16. Transportation was by special car, and after a short ride those girls who were fortunate enough to be off reached the nicest outing park in Rhode Island (so we think).

In the midst of a small cleared space was a white house which, we discovered, contained not only a dining-room but also the nicest little hall for dancing. Dorothy Wilson is a talented pianist and supplied lots of pep for the latest steps.

Then came dinner. The menu was varied and as each had by that time acquired a healthy appetite, full justice was done to the most delicious turkey dinner ever

served at the grove.

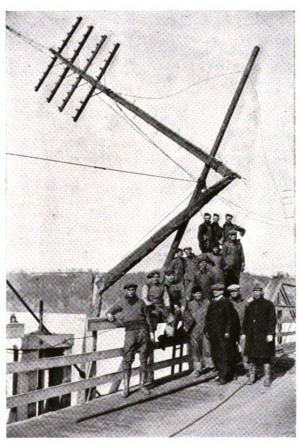
After-dinner speeches were ruled out in favor of selections by Jane Casey.

Her audiences in New York or Providence have never heard her in better voice, for "Hail! Glorious St. Patrick" was sung so sincerely it went straight to the hearts of Then, Anna Church gave a reading. Games there were galore, including the wellknown peanut, baby carriage, fatladies'andonelegged, races.

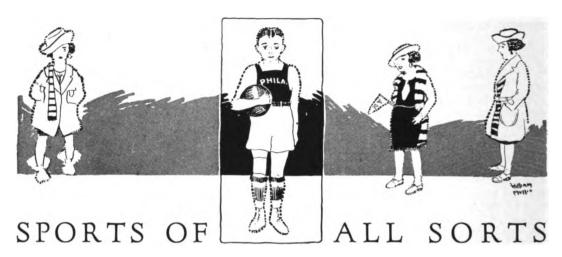
You are all cordially invited to attend our next dinner.

—I. E. McD.

A gift shower was held for Miss Ellen Sullivan, MinneapolisChief Operator, at the home of Miss Veda Johnson. The time was very appropriate, as it was St. Patrick's Day eve.



Pole 17866, Chicago-Minneapolis line, set in piling in the St. Croix River at Stillwater, Minn., was replaced by Foreman J. Robson and his crew of Long Lines men, shown above. General Line Foreman Tice supervised the job



New York Five Wins Series

HIRTEEN might have proved an unlucky number for the 195 Broadway, New York, Long Lines basketball quintet, for with the score tied at that figure in the beginning of the second half of the game with Philadelphia, it looked like a possible victory for the visitors. But surer shooting and a familiarity with the floor finally gave the home team the winning end of the 24-16 tally. The game took place at the Telephone Club, New York, before a large gathering of Long Lines

Coming to Manhattan with a desire to square the defeat they received in the first of the inter-city contests, the Philadelphia five opened with a whirlwind brand of play. The 195 aggregation, however, managed to hold their own and finished the initial period two points in the lead. In the first minutes of play after the whistle blew for the second half, the Quaker City team evened things, but soon fell behind. They

never caught up again.

Tel-So Bill Brings Thrills

The Telephone Society of New York wound up its schedule of big events on April 7 in the well known blaze of glory. It was a combination smoker-prize fightvaudeville affair, with a special added attraction of two champion women wrestlers, and from beginning to end the program had the crowd on its toes.

L. R. Jenney, the society's president, opened the meeting with a few remarks explaining that as preceding meetings had yielded a variety of educational and other more or less serious features the final evening was to be given over to fun.

Fun it was. There were four rattling good fights, two of four rounds and two of six, several very acceptable vaudeville numbers and, as the three-starred attraction, the fracas by the "lady" wrestlers. Only there wasn't anything especially ladylike about it. The women tore into each other with abandon and long before the end of their bout had qualified with the cheering spectators as first class wild cats or something.

Next Time—Look Out!

We fought. We growled. We stormed. We tried.

We bowled and bowled and nearly died: Errors and splits, some spares, few strikes-All in the game that each one likes.

We sweat. We cussed. We worked. No

Some rolled 'em straight and some with

They stood and stood and "wooden" fall, Hit 'em twice, to get 'em at all!

One pin. Two pins. Ten pins. We lost! Still in the game we were engrossed; Before the final game was rolled No sure result could be foretold.

We lost. One game. 'Twas square. No

We have no thoughts or cries of "Foul!" Minneapolis beat us fair.

We hope next year will be a bear.

—W. N. R., Chicago.

Chicago Bowling Tournaments Close

At the regular monthly meeting of Chicago Plant Branch 104, held in the Bell Forum March 16, Mr. Drake of Branch 14, New York, addressed the meeting. His remarks were confined to Association activities. He said he was very much impressed with the way some of our committees work and with the results obtained.

Leo Peters was elected temporary manager of the local Association base ball club

for the coming season.

Prizes were awarded the winners of the first annual bowling tournament of Branch The matches were on a handicap basis. Fifteen double teams and 35 single players participated. Following are the winners:

Singles—1. J. J. Sauter; 2. C. H. Kehnroth; 3. E. W. LaBarre; 4. R. J. Lillis; 5. J. V. Smiley; 6. F. W. Funk; 7. N. C. LeVee.

Doubles—1. G. L. Salisbury and C. H. Kehnroth; 2. I. V. Smiley and H. H. Fryer; 3. F. W. Funk and I. P. Zweng; 4. H. E. Kallis and W. K. LaBarre.

The test-room bowling league, Chicago, closed a successful season but a glance at the final individual standings will convince one that the majority of the members, as bowlers, are good telephone men. Morrell Park copped all the berries.

Final Team Standing

	Won	Lost	Pct.
Morrell Park	27	9	750
Toll	23	13	639
Testboard	15	21	417
Morse Dept	7	2 9	194

Kansas City Schedule Ends

The Long Lines No. 2 team heads the list of the teams in the Kansas City telephone league after the close of the last week of the season. In the final individual averages the Long Lines teams copped third, fourth, seventh and fifteenth places. In the prize money the Long Lines teams got more than their share. And Long Lines team No. 2 won the rubber step ladder.

Team	Won	Lost	Pct.
Long Lines No. 2	54	30	643
S. W. B. No. 1	46	38	548
K. C. T. Office	45	39	536
Long Lines No. 1	43	41	512
W. É. Automatics	43	41	512
K. C. T. Plant	40	44	476
W. E. Manuals	35	49	417
S. W. B. No. 2	30	54	357

High team, 10 frames to date: Long Lines No. 2, 960.

High team, 30 frames to date: S. W. B. No. 1, 2606.

Chess Contests

The A. T. and T. Company chess club, New York, played a return match with the Western Electric Company chess club, which the latter won by a score of 7 to 3. The A. T. and T. Company club won the previous match by a score of 6 to 4.

Frank J. Marshall, United States chess champion, played a simultaneous exhibition match at the Telephone Club with the combined Western Electric and A. T. and T. Company chess clubs. Thirty-one boards were played, Marshall winning all but one contest. Mr. Reeve of the Western Electric Company was the one to have the distinction of winning from the champion.

"If It's Business, Telephone"

NEW YORK business man is just back from a three-weeks trip to the Pacific Coast, and the other evening he fell to talking about it.

"It was my first trip to the coast for several years and I saw a lot of things I'd missed before," he said. "I got through with my business pretty well. Had a pleasant week-end with our folks in southern California. Coming back I just loafed, mostly.

Enjoyed it, too."
"What would you say was the most impressive feature of the whole three weeks?" said

one of those who listened.
"You want the truth? "You want the truth? Well, just this: The shiny copper wires that the train seemed trying to run away from day after day—and never did. The day I got back a San Francisco man called me up. In five or six minutes we straightened out a nasty tangle.

"When I hung up that receiver I said to myself, 'Charlie, old boy, when you feel you really matter?"

But if it's mostly business,

get on a wire.

Presence of Mind

THILE the entire equipment of the Charleston, W. Va., central fire station was scouring the city in search of a fire, the blaze was extinguished through the agency of a Long Lines employee.

The fire was discovered across an alley from the C. and P. Company's building. Repeater Attendant J. F. Carthy, on night duty in our test room, directed the running of the building's hose through a window and

so prevented a serious conflagration.

A Minneapolis Award

A large number of employees from all departments of the Northwestern Bell Company and the Long Lines Department joined in the presentation of a Theodore N. Vail bronze medal to Miss Julia Dickinson, Chief Operator, of the Drexel exchange, Minneapolis.

A New Invention?

It was March 3, the 75th birthday anniversary of Dr. Alexander Graham Bell, inventor of the telephone.

"He's a wonderful man," remarked our companion, referring to the scientist. "How wonderful he is most people don't realize, for his greatest invention has not yet been made public."

'What is that?"

"Why, the device that enables him to be in two places a thousand miles apart at the same time. One New York newspaper tells of him working hard in his Washington, D. C., laboratory today, while another states that he spent his birthday at the home of his daughter near Miami, Fla."

Secondrate

"How much is your nitrate of soda?" inquired the prospective buyer.

"Just the same as the day rate," replied the smart clerk.

—Exchange.

Long Lines Branch 98

Pittsburgh girls made their own attractive programs for "Mothers' Nite," pasting a ribbon of the national colors across the cover, clipping the Bell seal from advertisements and tying in the hand-lettered pages with white ribbon. It was effective and inexpensive

The 'Sperimenters

I sing a song about those men
Who daily gather 'round to crow,
In office, car or restaurant,
About their treasured radio.

The wireless bug has hit this town, With its insidious bite; All males from 10 to 75
Are hard at work each night.

By day their talk is strange and weird—Detectors, tubes and stators—At lunch hour all the food they eat Is magnetic modulators.

They start out with a simple set, Soon tune in W J Z, And as they hear those words in air Their glee 'most drives you crazy.

Then filled with aspirations high A de Forest soon to be,
They chuck their bed spring aerials
For a wire to a tree.

A vacuum tube now soon appears
With grid leaks and condensers;
The bug has done its deadly work—
They're radio'sperimenters.—W. D. P.

It Rained In Cuba

"It rained a little this afternoon, but it is very fine now," replied the Havana operator. Her voice sounded as clear as if she had been just across the street. Every intonation, every trick of speech, was brought out with remarkable distinctness.

At the end of the conversation, the visitor to the New York test room began to wonder what the owner of the voice was like. Building on her individuality as it came under sea and over land,

his imagination drew a picture of her and of the organization to which she belonged. It was a pleasant picture. It had to be, to match the voice.

When does the open season on sleet storms end?

Among Friends

A Pennsylvania Client's Observations

VERYBODY around here was selling stock for the associated company a few weeks ago. I took a hand at it myself. One lady wanted to know if she took one share would she not be listed as an official of the telephone company and have telephone service free. Another asked if we couldn't let her have stock at something cheaper than the usual price, as her grandson was a lineman.

My career as a stock salesman came to an end when this classic came over the wire: "If I buy two shares, will the telephone company pay my expenses to New York to attend the meeting of stockholders?" Shades of Ponzi!

That Harrisburg-Pittsburgh cable crowd seem to stand in pretty well for the job they did. I hear much favorable comment regarding not only the thoroughness of their work, hut also the rapidity with which the job was done. That's about

right, too, and no one acquainted with the facts can blame them for admitting that they did a fine piece of work.

I heard the inside story last week while out with some of the district forces. It seems that some one hit upon the idea of having camps for the gangs, instead of having them live at hotels and boarding houses. In passing one of the abandoned camps, we noticed many holes about the size of a pole hole dug within the limits of the camp ground. On inquiry,

it was explained that the cable men, having nothing to do in the evenings after supper, went to practicing on hole-digging, so they would not go stale over night. Page the section lineman to fill up the holes, eh?

The Auditing Department has done good work in preparing and sending out bills to outsiders for work done in changing lines, and so forth. Everything itemized correctly and all details shown. Then they add a certain per cent. to the bills and call it "administration charge."

One of these bills was handed to a contractor for whom we moved some poles. He replied that he didn't mind paying our own expenses, but that he was a Democrat and he'd be darned if he would pay any percentage of the bill to the Republican party!

Another man asked the other day what steps he should take to apply for "one of them medals" and the cash prize in connection therewith. Particularly concerned

about the cash prize.

It was explained to him that the prizes are awarded in recognition of some conspicuous act of a meritorious nature. Thereupon inquired further as to whether in the event his application was granted, he would have anything taken out of his pay check for the

time spent in going to the presentation meetings and having his photograph taken for

publication.



Just grin! When the job's all wrong, grin! When it's right, grin harder! And when somebody comes along and throws a lot of uncomplimentary remarks at you, keep on grinning. Maybe some nice morning somebody in a bad humor will hurl an inkwell at you for being so

good natured. But you can dodge it. Even if you don't, send him the bill from the cleaners, and just . . . keep on grinning! It may come hard at first but in the endit wins.—A. C., Oklahoma City.



A Long Lines line: Section Lineman O. J. Graham, Madison, Ga. (left, above), his son, Lawrence Graham, Section Lineman, Pine City, Minn., and his grand-son (title not stated but easily guessed)



Entertaining the Mayor

CCEPTING an invitation extended him by A. M. Pitzer, Chief Testboard Man, a personal friend and neighbor of his, Mayor Huston Quinn, of Louisville, Ky., accompanied by Mrs. Quinn and Mrs. Pitzer, honored the Louisville office with his presence on April 7. The Mayor and Mrs. Quinn first visited the lunch room, where they were entertained at lunch by Mr. and Mrs. Pitzer and District Traffic Superintendent Summers and Mrs. Summers.

After luncheon the party was shown through the Company's quarters on the fifth floor of the Keller building. The mayor was favorably impressed with the wellappointed kitchen, the neat dining room and the cosily furnished rest rooms.

The toll operating room was the next objective. Here the Mayor saw many nimble fingers working in and out through myriads of red, green and white cords, putting up and taking down connections, and he was given a working demonstration of the Bell weavers of speech. The passing of a call from filing time to completion was explained to him.

Mr. Pitzer gave an outline of the work of the testroom forces and explained the use of the telephone repeaters and the part they play in transcontinental telephony. But when he was told that the same wires were

used for telegraphic as well as telephonic communication, the Mayor confessed that it was too much for him.

Altogether, the city's executive spent an interesting two hours in our office. He was much impressed with the office as a whole and in thanking Messrs. Pitzer and Summers for their courtesy, acknowledged that he now had a better conception of the requirements of a long distance telephone office. we feel fairly sure that he has.

-Е. А. К.

Table d'Hôte

Inspired by Perusal of Numerous Branch Banquet Reports

Sing a song of banquets, Branches eat their fill; Start with olives smooth and green, Pickles à la Dill; Celery both long and crisp, Feathered at the top; Listen to those folks dig in-Won't they ever stop?

Now bring on the grape fruit gold, Half shell oysters-oodles; Mutton broth or consommé. Chicken soup with noodles; Waiter, clear these plates away.
Make room for what's coming. Rolls and butter take up time; Conversation's humming.

Everybody's gaze is fixed, Talk is growing jerky: For crisp and crackly, smoking brown, Enters now the turkey! With oyster dressing stuffed inside, And cranberry sauce delicious, And jam and jelly, different kinds-That chef is quite ambitious.

Dish up ye spuds, ye candied sweets, And eke ye white potato; Add hubbard squash, cream gravy too, With corn and stewed tomato; And honey for the biscuit;

Bring on the brown bread, Beacon Hill, Then having finished, have some more— That is, if you dare risk it. A breathing space. The salad comes;

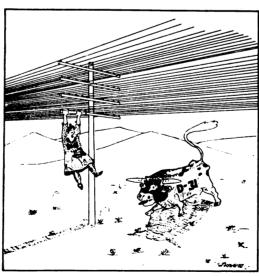
> lettuce. No more, when it is cleared away, Does hunger grim beset us. Then comes the pie, of apple, mince, Or brown and festive pumpkin, Perhaps it's made of cocoanut, Or to a lemon some kin.

It may be fruit or

Now ice cream enters on the scene, Striped green and white and red; What, no room for the chocolate cake? And what was that you said? No coffee, apples, nuts or dates, That still the table clutter? No—if we take mouthful more

We'll go home on a

shutter!-K.T.R.



"As shown in this sketch of a recent cover design," writes the Bull'ogram's editor, S. W. Snoots, Atlanta, "we find most of our troubles up poles. But they can't stay there long—no with District 31 and the Bull'ogram on the job'

Cheers From General Traffic

ROM the General Traffic office to field Traffic offices,

greetings:

We're constantly reading stories and articles in Long Lines that tell how interest in per cent. completed has circulated through the whole Plant Department and other places outside of field Traffic offices. We in the general office, Traf-

fic Department, can't show our enthusiasm by asking for the figures from the top of a telephone pole in the midst of a howling blizzard, with the mercury 'steen degrees below and such like. We are watching those figures just the same, and 'most any of us can tell you which way they're headed and who's pulling a good strong oar each month.

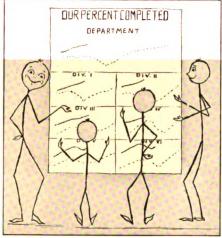
If you don't believe it, step in and take a look at the charts posted on every floor and see how many of us fail to look at them as often as they're changed. Like Reggie, who was asked why he didn't go out for his college crew: "Weally, you know, we simply cawn't wow, but by Jove, we can stawnd on the shore and woot." We want everybody to know that we're "wooting"hard.

Harking Back

My father kept a hotel in the country town of Bradford, Pa., during the late '90's. when the old auto telephone system was in

use. He was the first person in the district to buy a talking machine.

The day the machine arrived, he called up three of his most intimate friends. You remember how the telephone worked? From



"Step in and take a look at the charts"

on the wall was a board with sometimes many as ten jacks. Each jack connected with a line and on a line there were sometimes 20 subscribers. To get John Brown,

the base of your tele-

phone box hung a cord

and plug. To one side

father plugged into jack No. 3 and turned the crank on his telephone; first two long rings, then 18 short Every one of rings. the 20 subscribers on line 3 heard the rings,

but only John Brown was supposed to listen in.

Well, after the three friends were connected with the hotel, the talking machine, whose long tapering horn had been moved close to the transmitter, was started. Several records were played to the delight and amazement of the listeners.

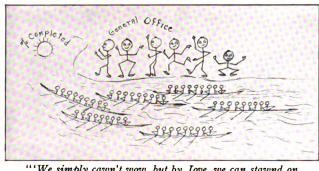
Suddenly the manager of the telephone exchange plugged in and reported that nearly every one of the 150 or more subscribers was enjoying the concert. He also complained that several long distance calls were being help up and that somebody wanted the doctor and couldn't get him because he, too, was listening in. So the concert ended.-R. L. H.

Radio Features Meeting

A radio concert and loud speaker demonstration was the feature of the month at Newburgh, O., test station, Thursday evening, March 23. About 60 persons, members of Plant Branches 79, Newburgh, and 103, Cleveland, and their families, were present.

After the audience had heard the programs of the Cleveland and Pittsburgh broadcasting stations.

and had listened to some long distance wireless telegraph signals from the Philippine Islands and other foreign stations, District Plant Superintendent Harter gave a short talk through the loud speaker. Another feature was some samples of amplified music.



""We simply cawn't wow, but by Jove, we can stawnd on the shore and woot!'

SNAPSHOTTING THE BOOKS

HE Telephone Almanac—1922.
Containing valuable information for the guidance of farmers, navigators, business men, housewives and other users of the telephone. . . And also a chronicle of 12 historical events in the history of these United States which serve to illustrate the importance of communications in shaping the destiny of the Nation.

"To which are added sundry facts, which will be found profitable for perusal, relative to the development of the science of communications in general. And more particularly, a compendium of fascinating information in regard to the telephone. . . And various authoritative items which will be found useful to all who seek secure and remunerative investment for their moneys."

The above information appears on the title page of the Telephone Almanac—1922, issued by the Information Department, A. T. and T. Company; it sets forth the contents and purpose of the booklet. It does not, however, give an adequate idea of the excellence of this departure in pubblicity.

A full page is devoted to each month, and is headed by an imitation woodcut illustrating some historical event in the development of communication. A chronology of important occurrences for each day in the month appears. Incidents dealing with the Bell System are given especial prominence.

"Sundry facts," referred to in the quotation, are scattered throughout the page. They are scientifically informative or humorously interesting, and act as a leaven to give variety to the booklet. Reproductions of familiar Bell advertisements appear

on opposing pages.

Altogether, the Telephone Almanac—1922 admirably fulfills its purpose: the promoting of a familiarity with the Bell System in the minds of telephone users and potential stockholders. It is an amusing take-off on the old-fashioned patent medicine almanac. Details are carried out consistently, and under cover of the satire a fund of valuable information is disseminated.

Alexander Graham Bell, in his article on "Prehistoric Telephone Days" in the

National Geographic Magazine for March, describes many steps hitherto unfamiliar to the public, leading to the invention of the telephone. Some of the anecdotes tell of the talking dummy that he and his brother constructed, the dog they taught to pronounce a sentence in English, and the first instance of a foreign language, Japanese, being spoken over the telephone.

An idea of the article may be formed

from the following excerpt:

". . . I took up the study of the nature of the vibrations going on in the air during the utterance of speech with the object of developing an apparatus that would enable my deaf pupils to see and recognize the forms of vibration characteristic of the various elements of speech. Various instruments were devised employing loaded stretched membranes, all based upon the well-known phonautograph of Leon Scott; and these experiments paved the way for the appearance of the first membrane telephone, the ancestor of all the telephones of today."

About two years ago everybody was reading and discussing "This Side of Paradise," by F. Scott Fitzgerald. Today the same people and as many more are hashing over "The Beautiful and Damned," by the same author. The latter is the story of a class of the younger married people of today who are living the pace but are also paying the piper. If it does nothing else, it should make a lot of people a bit more satisfied with their own lives.

"Cytherea," by Joseph Hergesheimer, is another book that is creating a sensation, and one which has its knockers as well as its boosters. Whether it is liked or disliked, approved or disapproved, it must be admitted that it is a true picture of the "country club bunch" of the present time, and is drawn with the fine, true and daring pen of an artist.

"Simon called Peter," by Robert Keable, is the story of a man and a girl brought together by the war. Peter is a most lovable young clergyman caught in the tangles of Fate. Julie is—well, whatever she may be—she gets you in spite of yourself.

Those who prefer romanticism to realism will find the former in Maud Diver's "Far to Seek," an Anglo-Indian story.

•

A story of rare beauty is "Marie Chapdelaine," a translation from the French of Louis Hémon. It is a gripping tale of the simple, struggling life of the French Canadian, exquisitely and graphically told.

•

"One Man's View," another Leonard Merrick story, is written with that author's usual clean, sweeping strokes in the development of his characters. One man sticks to his own view in spite of society—this, not in the ultra-modern sense.

•

In his book called "The Veneerings," a story of Victorian England, Sir Harry Johnston continues the adventures of the Veneerings of Dickens' "Our Mutual Friend."

٠

No author of today, of our acquaintance at least, has put such a real, vivid and original figure into fiction as the Joanna Godden of Sheila Kaye-Smith, in her book of that name. In spite of the swagger and bravado before her little world, Joanna discovers that she is not self-sufficient.

•

If you want first-hand knowledge of how to live in an Eskimo igloo, what shoe leather is like as an article of diet, or how to stalk a seal, read Stefansson's "The Friendly Arctic." He claimed that the only way to survive a polar winter was to live like an Eskimo—and he proved his point.

We left Harold McGrath's "The Ragged Edge" with the impression that the author had wound up a few stock characters and set them in motion. The innocent young heroine, the wicked parent, the benignly mysterious aunt, the deep-dyed villain and the young prodigal-to-be-saved all run true to form. It misses fire, notwithstanding.

•

"Dancers in the Dark," by Dorothy Speare, is a story of the girl, or rather girls, of today, for all are represented, flappers and otherwise, from the small town girl and little city gutter-rat up to the peeress of sophistication. Miss Speare covers a good deal of ground in an amateurish, but interesting, way. She even ends her book "happily," albeit rather abruptly.

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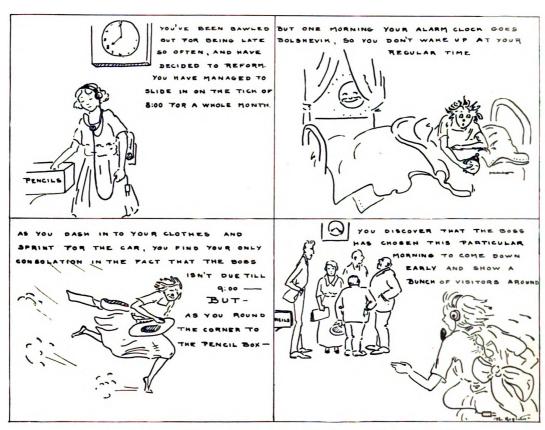
"Daniel Boone and the Wilderness Road," is an exciting portrayal by H. Addington Bruce of the early pioneers' struggles in the wilderness of Kentucky and Tennessee. As your imagination follows the blood-stained path laid out by Boone and his fellows, you feel a glow of pride in the heroic achievements of our forefathers.

•

"The Road to the World," by Webb Waldron, is plainly the author's own life story up to the age of about 26. And very readable autobiography too. He wanted to write things, and what a struggle he had. He wanted to run around with the girls like the other fellows, and how scared of them he was. In fact, he had a pretty tough time of it all through. The yarn of his life, although not especially exciting, is sufficiently absorbing to make almost any one forget bed-time.



Below this illustration of the ride of Paul Revere and of William Dawes, the Telephone Almanac says, "Their alarm, hastily given by word of mouth, the only means by which the message could then be transmitted, prepared the American patriots for their first victory at Concord Bridge"



One of life's darkest moments portrayed by Lois Overman, St. Louis Traffic

Initial Ideas

A-re you working with the Company, not merely for it?

M-erit will count in the long pull.

E-ver judge a store by a single clerk?

R-emember, some judge your Company by you.

I-f you fail to do your best,

C-an you really expect to attain success?

A-re you enthusiastic over your work?

N-ever forget that your job is important.

T-o vary the monotony of work, are you
E-very day trying to become more valuable by
L-ooking beyond your routine task?
E-very successful person has had visions.
P-erhaps it is better to wear out than to rust!
H-ow do lazy persons differ from dead ones?
O-nly by the space which they occupy.
N-ever fail to ask yourself daily, "Am I trying to
E-arn more than I get in my pay envelope?"

A-re you gazing upon the future, N-ot upon the clock? Do you try to D-o more than your share of the work? T-o you your Company is speaking when it asks if you E-ver grumble or complain, if you expect that L-oyalty can ever be bought, if you E-xpect to buy success with anything less than G-rit, hard, faithful work and honesty. R-emember that your shortest days A-re always your busiest days. Are you P-racticing economy, saving systematically, and H-ave you always an open, receptive mind?

C-an you recall the time when O-pportunities were so labeled, or when M-en and women depended entirely on luck? P-lay the game with lots of enthusiasm, A-nd when you get to third base, N-ever stop to congratulate yourself if Y-ou expect to make a home run.—H. S. F.

The Big Bully

Mrs. Peck, kitchen knife in hand, had pursued her meeker half until he ducked for protection into a closet and intrenched himself behind the garments that hung on the hooks.

"Come out this instant," she demanded menac-

"I won't come out," he retorted. "I'll show you who's boss around here!"—American L. W.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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General Commercial Representative

E. T. WRIGHT Commercial Engineer

W. E. Brll.
Division Commercial Supt., Chicago

H. McDonald Commercial Representative, Boston

Commercial Representative, Philadelphia

C. H. GORIN Commercial Representative, Atlanta

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S. C. INGALLS Supervisor L. S. CROSBY

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One of the 250,000 who provide Bell Service

Guardians of the Circuits

THE telephone at your elbow seems so simple an instrument, it does its work so quietly and quickly, that it is difficult to realize the vast and complex equipment, the delicate and manifold adjustments, the ceaseless human care "behind the scenes" in the central offices.

Behind the scenes is the terminal of all the underground and overhead lines on the streets and highways. Here are the cable vaults; the great steel frames containing the thousands of separate wires and fuses for the subscribers' lines; the dynamos and storage batteries; the giant switchboards through which your telephone is connected with the other thirteen million telephones in the Bell System.

And here, in charge of this equip-

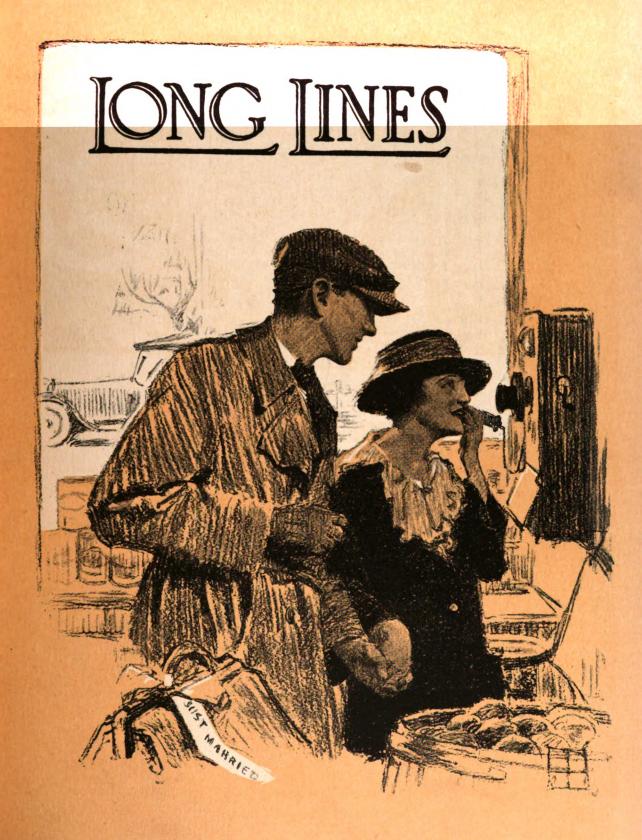
ment, are the guardians of the circuits—the wire chief and his assistants—master electricians and experts in telephony. Their first duty is the prevention of "trouble." By day and by night they are constantly testing the central office equipment, the overhead and underground lines, the subscribers' individual wires. And when, from some cause beyond control, "trouble" does occur, nine times out of ten it is repaired before the telephone subscriber suffers the slightest inconvenience.

It is the skill of the men behind the scenes, together with scientific development and construction, efficient maintenance and operation, which make it possible for you to rely upon the telephone day and night.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service



JUNE 1922

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Introducing "H. P."

HERMAN PFEIFER, the artist whose initials are so whimsically tucked away in the little square design near the top of the apple barrel in our cover picture, is especially at home when it comes to drawing real, honest-to-goodness people.

His characters—you frequently find them strolling through the fiction and advertising pages of the popular magazines—always look like regular human beings, even when they happen to be humans whose heads are obviously 'way up in the clouds, like our newlyweds.

That quality is due, no doubt, to the fact that Pfeifer is pretty much of a regular person himself, a man who, when he isn't drawing, likes to work in his big garden over on Staten Island, who has two or three collecting hobbies (old costumes and small arms, furniture and books), whose chiefest interest of all, probably, is the raising of a young son in the way that he should go.

Next time you run across an Ivory Soap advertisement that particularly appeals, look closely and see if you can't find that modest "H. P." signature hidden away near the picture's southeast corner.



ONG IINES

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELEPHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY

VOL. I., NO 12.

T. T. COOK, EDITOR

JUNE, 1922

"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STANDING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON." . . H. B. THAYER

ON YOUR MARK—SET—GO!

LINGING precariously to a strap in the thick of the homebound subway crush, it was all we could do to catch a glimpse of the evening paper's headlines. One of them shone out like an arclight—"Brokers Cheer as Steel Passes 101."

It started a train of thought, something like this: That morning the paper had quoted President Harding, conservative that he is, as stating, "We are about to witness a great revival of business." For days the papers had been telling of million and million and a half share days in the market. And the man who insists on informing us how his pet stocks are behaving certainly had said something startling about bank clearances.

In a conference a week before we had heard a Traffic man say his people needed more facilities between points in the middle west; and a Commercial man had backed him up by remarking, "Yes, sir; things are booming out there and we'll be up against it by fall, if we don't get busy." Hadn't some one called our attention to a traffic chart on which, to the untrained eye, the line meaning total messages seemed to be taking a sudden leap skyward?

Our next door neighbor, come to think of it, hadn't said "Business is rotten" for a month. At the office the printing, engraving and insurance solicitors, although still innumerable, had apparently decided to cut their visits to an hour or so. And didn't a fellow-worker suggest the importance of mentioning the re-painting of the Methodist church in his suburb?

Yes; all of these things were true—not to mention a flock of others that shaped themselves a little vaguely in the mind's backyard.

Surely, if they meant anything, they meant that if along these lengthy lines of ours there's anyone who has been thinking, "Well, here's a job that must be done; but it'll wait, thank goodness, until things start to pick up"—if there's anybody still thinking like that, for his own sake take him aside and put him straight. Surely it's time not only to clear the tracks for action, but to show some.



Rose! thou art the sweetest flower, That ever drank the amber shower; Rose! thou art the fondest child Of dimpled spring, the wood-nymph wild.

-Moore.

EXTRA LONG DISTANCE

A New York Operator Explains How Cross-Country Operating
Differs from Work on Shorter Routes

"HEN I gave a man 'ready' with a San Francisco call the other day," said a transcontinental operator in New York, "he asked me how the weather was out there. He thought I was in California! And a lot of people who use the telephone many times a day know even less about our business than he did.

"Of course, quite a number of patrons are familiar with telephoning across the continent. But often those who aren't so used to it think they have to shout louder because the distance is so much greater. Women, especially. In shouting they hurt the other person's ears and make it impossible for him or her to understand. It isn't necessary, either, because usually the transmission over the transcontinental and Havana circuits is splendid.

"Other unusual features of transcontinental operating? Yes, there are several. We only listen in long enough to make sure conversation has started satisfactorily and then cut out. So we catch just the beginning of the talk. That gives us a general idea of the people who are speaking, though.

"No, I don't ever remember a case where the subscribers got stage fright because they were talking over such a great distance. They always have plenty to speak about. When it costs so much to talk to Los Angeles or Seattle, they are going to know in advance just what they intend to say.

"You see, we have both business and personal calls. Many of the business calls are from importers—of silk, for instance. Brokers do some transcontinental telephoning. So do people who have sent off



"East is East and West is West," and in spite of Mr. Kipling they meet every day. Here are the girls who bring them together. Underneath the palms are the San Francisco transcontinental operators: sitting, left to right—Misses M. Barcanes, M. Lewis; standing, G. Cousins, G. Bryce, L. Piper (supervisor). At the base of the 24 Walker Street radio tower are the New York transcontinental operators: Miss A. Dougherty, supervisor; standing, left to right—Mrs. C. Kirse, Misses E. Young and A. Clark

shipments or who are expecting some and want to know when the goods left and how they are going and all about them.

"A heavy percentage of the calls, both business and personal, are in connection with the movies. Most of them, of course, go to Los Angeles, Hollywood and other cities in that section. Well known stars are constantly being called up by producers and directors in the East, to find out what they are playing in, how long their present work will last and when they'll be able to come to this part of the country for another engagement.

"Personal calls to screen favorites are also heavy. It's always interesting to put through calls to them, because you may have seen one of their pictures recently. That's one time, too, when we don't have to worry about disputes of overtime on a call. One young man used to call up an actress—she's abroad now, I believe—and nearly always he had a big overtime charge. He seemed to think it was worth

it, though.

"Not all our patrons pay their overtime charges so cheerfully. A few try to time themselves with a watch, and then are quite put out because our time doesn't agree with theirs. Of course, our calculagraphs register much more accurately than anyone who times a conversation by looking at a watch. Once in a while somebody even seems to think the operator gets a

rake-off on overtime charges!

"Occasionally a business man will kick at a charge for extra time incurred because things don't run just according to his schedule. He makes a list of what he has to say and figures on its coming within a certain time. But often the person he is calling has something to say, too, and that takes up minutes Mr. Business Man didn't count on. He himself sometimes thinks of a matter he wants to mention that wasn't on his list and that makes him run over his time limit.

"No, there can't be any question as far

as the calculagraph is concerned, because that is automatic and registers exactly the start and end of every conversation. In other cases—when a patron claims he has been flashing an operator, for instance, and she hasn't noticed it right at first—we tell our supervisor and give him the benefit of the doubt.

"Yes, there are some operating conditions on the Havana circuit that we don't get in our transcontinental work. One of the Havana operators here is a good friend of mine. She says personal and business calls to Cuba are about evenly divided. Most of the business calls are in English and the personal ones in Spanish. That doesn't hold good for the racing season, however. Then lots of Americans go down on pleasure trips and telephone home.

"Much of the talk between Cuba and the United States is about sugar and racing. Prohibition doesn't figure—at the start of the conversation, anyway. My friend has never even heard it mentioned. A number of Cubans come to New York, too, and a big percentage of them telephone back to their families and friends to tell them what sort of a journey they had and

how they are enjoying life here.

"No, she doesn't know a word of Spanish. She doesn't have to. You see, we don't deal directly with our Havana subscribers as we do with patrons whom we are calling in other cities here. All our work is done with the Havana operator. She gets the people we want, just as if she were a P.B.X.

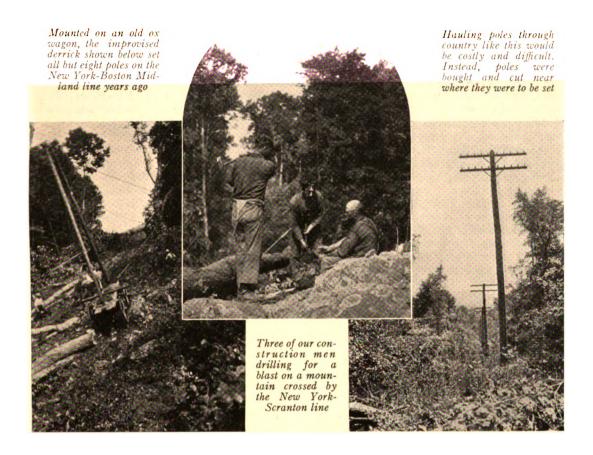
operator in a big hotel.

"On the whole, I guess the per cent. completed is higher on our calls than on shorter ones. Most of them are for particular persons, and that means a report charge even if the patron doesn't reach the man he wants. So he is pretty careful to get the name straight and the address right and to call when the person he wants is likely to be in. All that increases the transcontinental operator's chances of boosting the per cent. completed."

Cover Ideas? Come Right In!

HOW about cover suggestions, folks? If you have what seems to be a good idea, won't you jot it down and mail it to us? If you are artistically inclined, you might even "rough it out" for us—although that, of course, is not essential.

Good cover ideas—especially those with a noticeable long distance flavor—will find a hearty "Come right in!" on *Long Lines*' doormat.



POLE PIONEERING

How and Where the Early Sentinels of Our Lines Were Recruited, as Related by A. S. Campbell

N the early stages of the Long Lines game, back in the 80's and the 90's, the pole situation was always troublesome. It wasn't a question of scarcity, but of getting poles fast enough. Custom had established Canada as the source of our pole supply, for we hadn't learned that poles were available in the United States. So, after a line was authorized, we generally started the next day with the howl, "No material." Finally the order would come, if the supply department (in the natural inefficiency of infancy) could not furnish the poles, to get them where we could. And it was on this simplified basis that our early construction was conducted. That is why many of the poles on the first line built between New York and Philadelphia, in 1885, were bought on Staten Island and in New Jersey, although

they had been ordered from Ottawa, Canada.

The first thousand miles of line were built of old growth Canadian cedar poles, 40, 45 and 50 feet in length, with percentages of longer poles to clear obstacles. Owing to their height they were very large at the butt, and many of them still survive in the line today after nearly 40 years' faithful service. It was the original intention that these lines would eventually carry 70 to 100 wires. Hence the height. Later, when experience proved that these high pole lines would not carry all the wires at first estimated, we began to reduce the height of poles and the number of wires carried. The result is the present-day 40-wire line on 25, 30 and 35 foot poles.

When the New York-Philadelphia line was continued to Boston in 1886 and 1887,

we didn't know whether we might go through cities like Bridgeport, Hartford and Springfield, or go around them. We were well under way when I learned that we would have to build through Springfield, and would need about a hundred 60 to 80 foot poles.

My gang was within 10 miles of Springfield when orders came. I went over to a place called Rising Sun, about 10 miles west of the city, found a fine growth of timber and put men to cutting it. By working night and day we got the poles in time to build through the city without delay. This gave rise to the thought: why ship poles from Canada when we are in a pole country? And I decided that if ever I became superintendent I would cut the Canadian business out, except in emergencies.

Finally I was made superintendent of construction and got orders to build a second line to Boston. I started a pole buyer at Bedford Station, 40 miles north of the New York City Hall on a route across country which carried us through many pieces of timber. And all poles were cut and delivered to the point of use for less than half the freight charge on Canadian poles. This opened up a wider field and enabled us to build and equip a thousand or two miles of line in a season.

Two lines were built to Boston under this method. Chestnut poles were used in the section east of the Ohio River, that being the chestnut country. West of the Ohio and throughout the West, and Northwest, we used mostly Michigan cedar, some of which was procured by our supply department; while in the South many juniper poles were used, besides the chestnut found in Virginia and Tennessee.

Here is a rather typical instance of our mode of procedure; I got orders one day to build a line from Petersburg, Va., to Lynchburg, and from there to Charleston, S. C. I was informed that there was only so much money to pay for the work and the line must be completed in four months.

The next day I started a man out scouting for poles. In a few days I received a message that there were plenty of poles along the route from Petersburg to Lynchburg, and that we could get the balance in a juniper swamp in Virginia. Gangs were at once started and the line was completed on time. The records show that the chestnut poles placed along the line from Petersburg to Lynchburg cost a dollar apiece for 25-foot poles and a dollar ten for 30-foot poles. The juniper poles from Lynchburg south, cost, delivered to railroad stations, about a dollar apiece, or less.

These methods were used time and again. A line was ordered from the Harlem River to Bedford Station, New York, and Jerome Avenue was selected as the route. For this line we bought all the poles, of 50 feet and upward, inside New York City limits and in Westchester County along the route. Another case was the Nashville-Montgomery line, which was constructed from a supply of chestnut poles which we found in the vicinity of Pulaski, Tenn., in



Eventually we had to cut our poles almost in half and reduce the number of wires carried. First the crossarms were lowered and then the tops of the poles were cut off. It was a hard and dangerous job



the mountains near our proposed route. Then, too, as railroads are located as a

rule in valleys following rivers, and as the poles generally grew on the mountains and hills, a great saving was made in hauling. As far as possible all poles were procured on the up-hill side of the lines. This method enabled us to use a larger pole than we could have otherwise brought to the spot where we needed it.

We made improvised derricks which could be gotten over the roughest country with a pair of horses. Ten or twelve men could pull one of them through where the

horses could not go.

The method of buying poles along the route, which was continued until 1904 when the Western Electric Company was organized as our supply department, was applied to maintenance also. Since only a few poles are replaced to the mile, this naturally resulted in considerable economy over shipping and hauling many times ten and twelve miles.

Our supply department was always able

to furnish the small material, such as wire. pins and crossarms, on time, and there was seldom any delay from that source. You might ask why we didn't contract for our poles. Well, simply because a contractor is almost never on time. Then there is the haggling over inspection. pertinent comment regarding contractors used to be: "If you want a thousand poles. order five thousand."

It will probably surprise many to know that the high-

ways were only a convenience to be used when running in the right direction, and that from 70 to 90 per cent. of some of our lines run over private property. This method means a great saving in distance. For example, each of the last two New York-Boston lines is about 25 miles less than the shortest highway route between the two cities. With 40 to 60 number 8 and 12 gauge wires, at 435 and 173 pounds to the mile, you can easily realize the economy effected by shorter routes.

Our greatest season's work was done when 2500 miles of 40 and 60 wire lines were completed, equipped and put into operation, and in addition, approximately 75,000 miles of wire stretched over existing lines.

As for our specifications—the lines and poles speak for themselves. We made our own rules and specifications, and they were lived up to, as one who has driven over the lines can see. Nearly all of them are in effect even today. The very first pole specification only called for a seven-inch top. Then we early added a specification of 40-inch circumference six feet from the butt. Next, poles were classified, "A," "B," and "C," "A," being the largest, and "B" and "C" correspondingly smaller. This applies to all kinds of poles except the creosoted, which are treated with oil and are generally of yellow pine. We have a squared pine creosoted line from Washington to Norfolk, and also a line from Jacksonville to Key West, which are proving

much more durable than any others.

These old lines will soon be no more, as they are fast being superseded by aerial cable and underground construction. The day is not far off when the old cry, "Get out from under will no more be heard.

Setting a pole close to the flooded Housatonic, near Gaylordsville, Conn. In the background can be seen country that was crossed without any of the modern construction aids

A letter received at the treasurer's office of the A. T. and T. Company, relates the Wall Street Journal, read as follows: "I have got a little

money loose, enough to buy a few shares of

Am. Tel. & Tel. Can I get it direct from you or do I have to get it through some broker? If I have to get it through a broker, who is a good one and what would be his commission? Kindly answer in a plain envelope. This is money I have hid. If my folks knew I had it I would have to get a new car.'

"You can't accomplish what you can't imagine," says Fleishman.

YE OLD TIME GANG LIFE

By Judson Torrey, Section Lineman, Wallingford, Conn.

AY back in 1887 I was working, under A. S. Campbell, as a locater staking out the New York-Boston main line between Bondsville and Ware, Mass. The gang consisted of about 50 or 60 men who dug holes, set poles and ran wire, with a trimming and guying gang following and completing the line.

Mr. Campbell was a very busy man looking after material, board, right-of-way and the men. Many nights you would find him working on his daily report as late at 1:00 a. m.; but he seemed to love his work and at all times had a good joke or a merry

smile for every one.

We boarded with farmers, wherever Mr. Sly, the board agent, could get us in, and we did not have feather beds at all times and sometimes the soft side of a board had to do. Still, we were happy. Why shouldn't we be? For at that time natural fruit was made into cider and nearly all the farmers had a good supply on hand.

Mr. Campbell kept his gang replenished with men who would come along, and some of them were big, husky fellows and tough nuts to crack. The "wire" men thought they were a little better than the "pole gang," and the "pole gang" thought they were a little better than the "digging gang" and this difference of opinion kept things lively.

One day along came a big fellow and he was as ugly as he was big. I think he was born on a cloudy day as he never had a sunshine smile. Well, his name was Bill

and when he was drinking hard cider most of the little men gave him plenty of room.

Bill did not like one fellow by the name of Duncan, who worked in the digging gang. Duncan was a big fellow, over six feet; he came from way down east but didn't have much pluck.

One day Mr. Sly brought out the dinners for some 20 diggers, he had a big iron kettle filled with hot meat and potatoes. Duncan was sitting down beside the railroad track and along came Big Bill, filled with hard cider. He grabbed up the kettle of hot meat and potatoes and turned it upside down on Duncan's head.

Duncan did not stop to see what had happened, but started on a run down the railroad track in the direction of Boston. No German bullet could overtake him. Well, I never saw him for three years, but when we were building the Buffalo line in York State, Duncan came along and wanted a job. The first thing he asked was: "Is Cider Bill in the gang?"

The men did't have much love for Bill after the kettle of meat was dumped on Duncan's head because we didn't have any dinner. Mr. Campbell paid Bill off in the Bondsville Hotel and he kept Bill covered with a gun while he did it. So our troubles ended when Bill left us and no tears went with him.

Living as we did we were one happy, rugged class of men and could stand hardships without a grunt. The only bath we got was on Sunday. Saturday night we would get a bar of soap (it didn't matter to us whether it was Fairy or not) and Sunday we would go to some brook, wash our clothes and take a bath. The baths did us good for they were refreshing and much needed, but it always troubled me to think of the fishes that must have died from the effects.

Two branches of the Association of Em-

ployees have been adjusted to meet the changed Traffic organization in New York, and a new branch, 137, created. Traffic Branch 137 includes former members of Branch 97 who are now subordinate to the district traffic superintendent Traffic District B.

Branch 97 now includes only those of its original members who are subordinate to the District A district traffic superintendent.



"Sunday we went to a brook, washed our clothes and took a bath"



One of life's greatest joys is dreaming. Dreaming is planning and planning is happiness. It is a pleasure open to all

While you may not actually go more than ten miles from home for that vacation, your imagination need have no limits

"EENY-MEENEY-MINEY-MO"

HE season of sunshine and no overcoats is here, filling you with longing for the mountains, woods and the sea, and you

find yourself with your head on your hand, thinking of railroad folders. As the days get warmer, your thoughts inevitably turn to that beacon—Vacation. Two little weeks, but they means worlds to the possessor. Plans, pathetically impracticable, inspired by such colorful circulars as "Spend Your Vacation in the Land of the Sky" are a lure irresistible to

the most blasé.

A thousand places suggest themselves. One instant you find yourself on the seashore, the sea a mystery to brood upon; again the peace and happiness to be found under cool pines in a mountain resort claim you. The whole world, with its beautiful colors and merry things to make your eyes grow crinkly at the corners, is a temptation. Sighing and frowning, you try to make up your mind.

All these conflicting, fiction-filled thoughts take time, and before you know it your allotted two weeks are at hand and you are no closer to a definite decision than when first the fever appeared. It is then that thoughts of the little camp nearby, or that puritanical instinct to stay at home and save your money, which you instantly dismissed when first it assailed you, comes and dances upon your desk and gibes at you. And in a frenzy of confusion, at the last minute, one of them claims you.

Miss Clemmie Rapp, Atlanta, Ponders on Where to Take a Vacation This Year Console yourself with the joy you had in dreaming, for realization would probably have meant disillusionment. Those tempting spots would probably have been infested with mosquitoes, or flies, or

something. Besides, maybe you would have had to borrow the money and been worried all the time about how you were going to pay it back.

So much for the place. Now for the time. This, of course, isn't always left to you to decide. But, if you can choose, which of the four summer months will you take?

It depends a good deal on where you want to go, and what you intend to do. If you seek a lively social time, July and August always find the biggest crowds at the summer resorts. If you want to escape it, try to take your vacation in the early part of June or late September.

As far as temperature goes, in this part of the world there is not a great deal of choice. The Weather Bureau's annual summary of records shows that there is only six degrees difference in the mean temperature between the hottest month—

July—and the coolest—September.

Once a little boy discovered that in holding tight in his hot little hand a golden butterfly, on whose wings the sun had shone, he had it not at all. For when he opened his fingers, the thing of beauty was tarnished and dead. So let's just watch our dreams, like lovely butterflies, and we'll have almost as much happiness as if we experienced them. Maybe lots more.

BY THE TRUCK LOAD

OADED with its burden representing millions of dollars, this truck, standing in front of national head-quarters at 195 Broadway, New York, tells more convincingly than the most striking of statistical charts the story of the development of America's greatest investment democracy.

Twenty years ago the quarterly dividend of the parent company of the Bell System could be carried to the post office in two or three ordinary mail sacks. When the last April dividend was paid the sealed envelopes filled fifty sacks. Transferred from its accustomed duty of helping to provide Bell System subscribers with the best telephone service in the world, this truck is doing its part in carrying to 200,000 customer and employee stockholders their their share of the earnings of an organization which furnishes a striking example of real customer ownership of an important public utility.

Of the 200,000 stockholders of record at the date of payment of the April dividend more than 185,000 held less than 100 shares each; nearly 160,000 held 25 shares or less each and almost 70,000 held five shares or less each. The average number of shares held ten years ago was 67. At the time of payment of this dividend, it was 28. Over 9 per cent. of the stock outstanding of record is held in investment trusts. Of the individual shareholders more than onehalf are women.

Geographically the stock has a wide distribution. Some of the checks covering the last dividend went to every state in the union, while many others bore foreign addresses.

A long line of porters filing out from national headquarters, each staggering under a sack filled with envelopes containing April dividend checks.

Below-A truck carried the sacks on the first leg of their journey. They went to every state in the Union



A GOOD WILL MAN

Addison W. Miller, New York Traffic, Completes 30 Years of Service and in Spite of Handling 30,000 Letter Complaints Is Still Going Strong

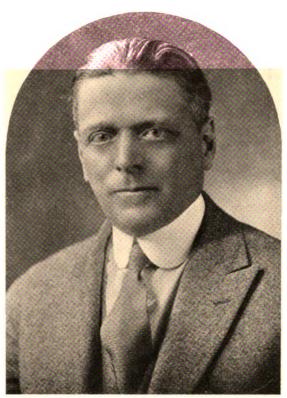
"Our days begin with trouble here, Our life is but a span, And cruel death is always near, So frail a thing is man."

O wrote Benjamin Harris of Boston in his New England Primer somewhere about 1691. And while it may be admitted that the quotation is true talk for man as a whole, still we are about to tell you of one of the species who belies it in many ways.

This tale is but an episode in the busy life of one of our Long Lines family. It is an account of a life full of trouble but yet of patience, for if there had not been trouble there would be no story. And admitting, as the quotation says, that "cruel death is always near," which will be fully attested by the subject of our story, we still have it to say that it has not worried our hero one bit; on the contrary it has helped to build up in him a constitution that might be considered just the opposite of frail.

Addison W. Miller, Complaint Adjuster, New York Division Traffic, started his long life in Long Lines in the New York office of the then district superintendent just 22 years ago. Prior to that time he had been employed in the Newport, R. I., office of the Providence Telephone Company for eight years, so that on May 22, 1922, he completed 30 years of service in the Bell System.

But in years alone, service has not counted much with Mr. Miller. He feels, and there are few who will not agree with him, that the quality of the service he has rendered, the patience he has exhibited and the satisfaction he has been able to



Mr. Miller has interviewed a list of celebrities as long as your arm

give to our patrons in his 30,000 interviews and adjustments of letter complaints, during his 20 years in that line of work, have been compensating in many more ways to him than just as so many years.

Adjusting letter complaints for 20 years, during which time he has interviewed 30,000 people, with never a suggestion of a comeback from any one of those 30,000, is an exhibition of courtesy that stands unequaled, we venture to say, in any annals inside or outside the telephone world. In those interviews there have been associations formed that are of long standing; there have been pleasurable occurrences that will live forever in memory and there has been the foundation of many a well told anecdote that bears retelling whenever Mr. Miller finds himself in reminiscent mood.

At one time, before transmission engineering was born, when repeating clerks spent 90 per cent. of their time repeating messages on which the transmission was so poor, or on which the parties concerned made such little effort to talk direct that no one thought anything of it, Mr. Miller made transmission tests. He made many

of them. On one occasion he was called to the home of a banker to make a test during the evening. On his arrival at the Fifth Avenue mansion he found a dinner party in session and was invited to join. He declined the invitation but on the completion of his test he did enjoy a demi tasse and a cigar and was then introduced to every guest present.

At another time he was called to the Long Island home of the president of a piano manufacturing company. He was met at the railroad station by a chauffeur with a high powered car, ushered into the presence of the complaining subscriber and at the request of the latter had luncheon with him. Afterward they retired to the music room, where the complaint was adjusted to the strains of one of Bach's sonatas played by the subscriber on an enormous pipe organ. But that was not the end. The subscriber accompanied Mr. Miller back to the station and extended an invitation to him to call again.

One winter evening Mr. Miller arrived in Saugerties, N. Y., to make a transmission test. After an introduction to his family and guests, the subscriber insisted on Mr. Miller's joining the party then in progress and the evening was spent in popping corn and playing games. Of course, the transmission tests were not neglected in the

interim. Another visit to a patron at Lake Mahopac, N. Y., brought forth a lunch for Mr. Miller and, later on, a row on the lake by one of the young ladies of the household.

These are but a few of the many interesting stories Mr. Miller can tell. His reticence will have to be charged

up by our readers as a loss to them. We did pry from him the further information that during his long and happy career he interviewed such well known Americans as Theodore Roosevelt, at Oyster Bay; Woodrow Wilson, when he was Governor of New Jersey; Joseph P. Tumulty, his secretary; Levi P. Morton, one time Governor of New York and later Vice-President of the United States; Charles E. Hughes, our present Secretary of State; William Loeb, secretary to President Roosevelt; Richard E. Enright, Police

Commissioner of New York; Seth Low, former Mayor of New York; William R. Hearst, owner of the New York American and a string of other newspapers; Frank Vanderlip, when he was President of the National City Bank; David Belasco, John Drew, Alma Gluck, Ethel Barrymore, August Belmont, Oakley Thorne, President of the National Park Bank; Alton B. Parker, one time presidential candidate, and a host of others who have been in the public eye during the last quarter century.

Addison Miller has never lost an opportunity to cultivate a feeling of good will toward Long Lines and the Bell System. He has made the best of every contact he has formed and has enjoyed the satisfaction of being greeted cordially by many passersby, some of whom he has not been able to place but who have recalled to him the unpleasant cause of his visit to their offices and the correspondingly pleasant and satisfactory result of that visit. Mr. Miller is still going strong. And to end our story as we began it, with poetry, we will use the words of Cowper to say that:

"His head, Not yet by time completely silver'd o'er, Bespoke him past the bounds of freakish youth,

But strong for service still, and unimpaired."

"A DDISON MILLER has never lost an opportunity to cultivate a feeling of good will toward the Bell System."

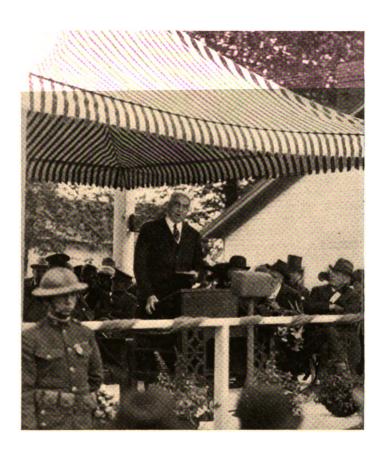
To celebrate the completion of his 30 years of service in the Bell System, 25 of the men who are associated with Mr. Miller in New York gave him a luncheon. Some of them have been working with him for a large part of that period, and many amusing in-

cidents that occurred during the 30 years were brought to light and laughed over.

The luncheon took place on the anniversary of the day when Mr. Miller's name first appeared on a Bell payroll. It was a Long Lines affair in every sense of the word. Besides being attended by Long Lines employees, it was served in the 24 Walker Street dining room and consisted of food prepared in the adjoining kitchen.

Everyone concurred in the wish that Mr. Miller's next 30 years of service would

be as successful as the last.



April 27, 1922, will long be remembered by the people of Ohio not only as the centenary of U. S. Grant's birth, but as the occasion when President Harding addressed large audiences simultaneously at Point Pleasant and Cincinnati

HONORING GENERAL GRANT

President Harding's Loud Speaker Address at Point Pleasant, Ohio, Described by E. C. Carr, Chicago Plant

N April 27, 1822, General Ulysses S. Grant was born at Point Pleasant, O. The little log cabin in which he was born is still preserved by the State of Ohio, at Columbus. On April 27, 1922, President Harding, standing on a platform within 25 feet of the spot where formerly stood the old log cabin, delivered an address in honor of the former President of the United States and hero of the Civil War.

If an address had been delivered a hundred years ago, or three years ago, for that matter, from the point where President Harding spoke, only the few people fortunate enough to be close to the speaker's stand would have been able to hear him. By the use of the Bell loud speaker, an

audience of several thousand people at Point Pleasant and many more at Cincinnati, 30 miles away, were able to hear clearly every word uttered by President Harding.

All the installations at Cincinnati and Point Pleasant were made by the Cincinnati and Suburban Bell Company under the immediate direction of T. C. Reed, assisted by Messrs. Harper, Nowland, and a large number of installers, linemen and other Plant men. The Long Lines Department, having had previous experience with loud speaker demonstrations, assisted the Cincinnati Company in testing out and lining up the circuits and apparatus. Messrs. Truesdell and Pomeroy, of the General Plant Manager's office; Messrs.

Carr, Mitchell, Smart, Corson, and Reicker of the Chicago division Plant office; and Messrs. Slemmer, Cutler, Wagner, and others from the District 43 Plant Department office at Cincinnati, under the direction of Messrs. Hogerton and Germain, handled that portion of the work assigned to the Long Lines Department for the Cincinnati and Suburban Bell Telephone Company.

On account of primitive conditions at Point Pleasant, unusual problems were encountered, and in every case were met satisfactorily by the Cincinnati and Suburban Bell Company. The only means of transportation between Cincinnati and Point Pleasant is by automobile and for five miles out of the 30, the roads are in very poor condition, although the government, assisted by the state and county authorities, endeavored to repair the worst section of the road for this occasion.

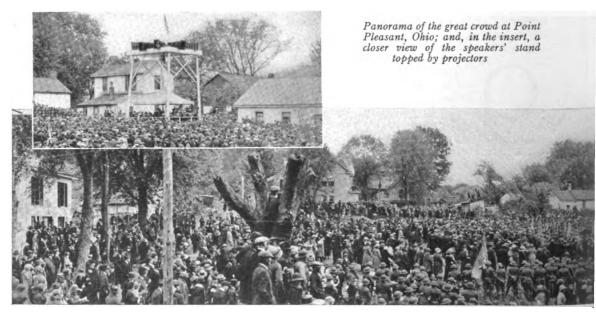
Point Pleasant is a hamlet containing about 18 families. There was no suitable building available for housing the loud speaker apparatus, nor was there any electricity, water or gas. To house the power plant and apparatus, an old dilapidated blacksmith shop (originally belonging to the Grant family, across the road from the site of the old Grant home) was obtained and practically rebuilt by the Cincinnati Company.

It was necessary to provide a complete power and lighting plant. A gasoline tractor was taken from Cincinnati to Point Pleasant and connected to a 110-volt generator provided for the purpose, from which power was obtained to charge large capacity storage batteries. The storage batteries were used to run the apparatus, light the buildings in which the apparatus was installed, and in which the men had quarters, and even to illuminate the hamlet itself. This was the first time that Point Pleasant had ever had modern lighting of any kind.

About 20 men were engaged in the work at Point Pleasant, and it was necessary to provide them with sleeping quarters and meals. The second floor of a partly abandoned old granary served as a bunk house, kitchen and dining room. A cook and helper, employees of the Cincinnati Company, were kept busy preparing excellent meals for the men.

The tower at Point Pleasant, built to support the projectors and the speaker's platform, was constructed by the Cincinnati Company close to the spot on which the original Grant home stood. On the speaker's platform was located the special loud speaker transmitter which was used by President Harding in his address.

The installation at Cincinnati was made in Lytle Park under the usual conditions found in out-door installations. Some difficulty was encountered on account of the tall buildings which surround the park and which caused the sound waves to be reflected back and forth. This trouble was satisfactory eliminated by adjusting



the position of the projectors.

The tower at Cincinnati was a steel tower which had been used on previous occasions for loud speaker services. The control room and apparatus were housed in a park building which had been practically rebuilt by the Cincinnati Company. The work at all points was done in a splendid, workmanlike manner, and as if the installations would remain in service for years.

On Thursday, April 20, one week before President Harding gave his address, the apparatus was ready for preliminary tests, which were made at Cincinnati and Point Pleasant. The two installations were connected by the Cincinnati and Suburban Bell Company's toll circuits, in such a way that a speaker at Cincinnati could be heard both at Cincinnati and Point Pleasant, or a speaker at Point Pleasant could be heard at Point Pleasant and Cincinnati.

Between April 20 and 26 demonstrations were given. Speeches and music were transmitted satisfactorily from Cincinnati to Point Pleasant, and also in the reverse direction. In order to demonstrate how efficiently the apparatus could be switched by the control operators, a two-way conversation was held between Cincinnati and Point Pleasant, transmitting first in one direction and then in another, without confusion or interruptions.

On Thursday, April 27, people from all over the surrounding country began to arrive early at Point Pleasant, prepared

to make a day of it. Special traffic regulations, under the direction of the United States Army, were necessary. At Cincinnati a local program including music was given through the loud speaker in order to hold the large crowds until the President should begin his address.

President and Mrs. Harding with a large party of prominent people left Cincinnati that afternoon by boats for Point Pleasant. Messrs. Pomeroy and Truesdell, on the platforms at Point Pleasant and Cincinnati respectively, were advised of the progress of the presidential fleet by linemen who were stationed along the river front in case of emergency or trouble on the line. This information was in turn announced to the people at Cincinnati and Point Pleasant through the loud speaker.

Following some preliminary announcements and singing, the President began his address, commemorating the centennial of Grant's birth. Large audiences at Point Pleasant and Cincinnati heard every word distinctly. The address was punctuated many times by applause which appeared to be spontaneous from all parts of the audience.

The splendid success of this demonstration is due to the fine organization and work of the Cincinnati and Suburban Bell Company, the fine spirit of co-operation between the Cincinnati and Suburban Bell Telephone Company and the Long Lines Department, and the hard work and untiring efforts of each man connected with it.



This new photograph of the tower of speech, as Hortense calls 24 Walker Street, New York, gives an idea of the way the radio towers soar skyward hundreds of feet above the surrounding buildings

BACK STAGE

Above—Next to the apparatus room of our New York broadcasting station is the power room. The unit in the rear is a five h.p. motor, the center unit generates 1600 volts. d. c. for the plate circuits of the power tubes, and the unit in the foreground generates 14 volts d. c. for heating the filaments of the power tubes and exciting the field of the 1600 volt generator.

UPPER LEFT—Radio enthusiasts will best appreciate the comparative size of the tubes shown in the upper section of the transmitting panel. The four largest are type I tubes, each handling a quarter of a kilowatt at 1600 volts. The two on the left are oscillators, the other two are modulators. In the rear is seen the smaller G tube, handling 50 watts and used as a speech amplifier.

LOWER LEFT—R. S. Fenimore, Radio Operator, in the apparatus room taking a reading from one of the meters on the transmitting panel.

mitting panel.
In the foreground stands
the power panel, showing
the levers which control
the power switches and, in
the lower right hand corner, the push buttons that
start or stop the generator
in the adjoining room.

"O BRAVE POETS, KEEP BACK NOTHING!"

Pioneers

ALL progress hath its hardy pioneers, Men strong of heart and luminous of

brain,
Able to bear the burden

and the strain

Of hope deferred, the buffetings of Fate;

Willing to follow the pathfinding seers

O'er new-made trails, with faith that, soon or late, Though dark the way, and often hope seems vain, Success will come. And so they carry on,

For they know how to labor and to wait.

And when success proclaims the victory won The world applauds the work that they have

done; And high on Fame's eternal honor roll Are writ the names of

those who reach the goal.

Our pioneers blazed; at the heights they won; We honor those who seized and built upon The "toy" that Bell's inventive genius wrought; Strung bonds of copper over hill and dale, Through mountain passes, over streams, and brought Our far-flung people face to face. They spun An all-embracing network o'er the land. They built a system, nation wide, and fraught With blessings infinite. The work they planned And carried out through future years shall stand—

As we glance backward, down the long, steep trail

A monument, as durable as stone, To those great sponsors of the telephone.

-Daniel Byron Grandy, St. Louis.

The Miss and the Missing

It was at my sweetheart's back fence; Round us rose the mists of dawn, As she told in sweetest accents How she'd miss me when I'd gone.

Father came and I departed—
'Twas not him I'd come to woo;
But before I'd fairly started,
Her dear daddy missed me, too.
—Anonymous, Chicago.

Hence These Pages

An editor seldom will nurse
Ambilions toward amateur verse;
When it comes through the mail
He will sometimes turn pale,
And in language decidedly terse
He'll curse.
And worse—

His faith in its author will fail.

But his nature is altered by spring, When the buds and the birds have their fling;

If the weather is fine, He will often assign Space to let the wild muse flap its wing. So sing, Old thing!

We simply must get into line.

You and I

No matter where we travel, be it mountain, plain or shore,

Though we're in the forest's fastness or 'midst the city's roar.

the city's roar,
As we idly gaze about us
our eye will surely see
A symbol of that System

that means much to you and me.

We start on our vacation; hike to civilization's rim;

'Way behind are left the railroads and the highways slowly thin;

We feel the isolation as if Nature closed about, Yet, down in yonder clear-

Yet, down in yonder clearing, see that Blue Bell sign stand out.

Did you ever stop and wonder what the Blue Bell really means? That you and I, though each quite small, are partofthisgreatscheme?

Though we're way down in a manhole or perched on some lofty pole

We all are willing workers and Service is our goal.

—W. D. POMEROY, New York.

Dreams

It's great to be a dreamer And let your thoughts run wild; And it is best to learn to dream When you are still a child.

It brings you loads of pleasure And it helps to kill the pain, If the sun seems to have hidden And all you get is rain.

But the fault about this dreaming—And it is a fault, indeed—
Is that many are contented
Just to possess the seed.

For dreams and seeds are similar; Seeds cannot thrive and grow If you never plant them; That's not logical, you know.

And you've got to work like fury,
If you'd have your dreams come true;
God's endowed you with the power,
And the rest is up to you.

-MILWAUKEE CONTRIB.

Such Is Life

If times are hard and you feel blue, Think of the others worrying too. Just because your trials are many, Don't think the rest of us haven't any.

Life is made up of smiles and tears, Joys and sorrows, mixed with fears And though to us it seems one-sided, Trouble is pretty well divided.

If we could look in every heart We'd find each one has its part; And those who travel fortune's road Sometimes carry the biggest load. -D. J. Considing, Chicago.

Cable Tester's Prayer

May the co-tester have enjoyed much sleep, My pencil's lead be breakless May the platform hold its equilibrium, The tent be not so shapeless.

May the condenser pause at the proper point, The balance be real clever; May the howling howler forever howl, The set's leads last forever.

May the clips' teeth chew most properly; May the doping be no harder; May my sandwiches be the tasty kind-Not left by ancient martyr.

May it rain tomorrow when I 'wake; May the tires go flat for overtime's sake.

-A. W. STELLE, Hartford, Conn.

From a Train Window

trees and the hilltops. . . . But only a little while . . . and then again . . . it is seen . . . on a summit . . . between the traveler . . . and the setting sun.

In the traveler's fancy . . . he sees it . . . as it leads on . . . across fields and plains . . and on and on . . . along highways and byways . . . over mountains and meadows . . . across deserts of sand . . . and lakes of salt . . . to the end of the trail.

This thing . . . ever reaching . . . never ending . . . ever branching . . never tiring . . . until the cities and villages . . . and the hamlets and every home of man . . . in four dozen states . . . is united . . . into one universal system . . . is Long Lines.—SLYB SORC, New York.

"They Also Serve"

SOMEHOW these lines remind me, OF ONE class of A. T. & T. employees, YOU READ very little of. THEY DO not bask IN THE limelight of publicity, AS DO those who helped in THE ARMISTICE day demonstration, OR THOSE who helped put over THE NEW YORK-Havana feature. YOU DON'T read of them breaking records, IN SHOOTING troubles, or being prominent in THE PERCENTAGE completed game, BUT SOMEHOW or other, WHEN THERE is a big piece of news on the press wires OR WHEN the markets take a spurt. AND OUR subscribers BADLY NEED their Morse wires, THESE MEN are on the job behind the scene, DOING THEIR work as only they can do it, AND I was afraid that in view of the big things, THE COMPANY was putting over, THESE MEN'S work looked awfully small, WHEN ALONG comes our E. J. Conover, DIVISION SUPERVISOR of Morse, WHO TELLS us of his trip over this division, AND HOW all our subscribers, TOLD HIM how good the service was, AND PRAISED it highly, AND MR. Conover passed the praise to us, AND SAID we're doing a mighty good job, AND SO we puffed up, AND NOW we feel like the little boy, WHO HELPED carry the big bass drum, THAT WE are part of the big parade! I THANK YOU.

-E. A. KLOSTERMAN, Louisville, Ky.

Standing By

I don't see why our office Is on the emergency demonstration route. For a week or two Before the durned thing comes off We make 21 circuit tests And monitor a repeater 'till we're sleepy While New York and San Fran Tell each other They'll send twenty mils on position two And then don't do it. And on the Big Night They get us all excited by saying That our route is the most quiet And maybe they'll run the show here. Then we stand by some more, And pretty soon New York says:
"Good night, everybody; everything went fine."
And we hang up our 323 transmitter And feel disappointed Because we didn't hear anything. But I suppose That some one has to stand by So it might as well be me. And anyway, I can say I helped. -E. E. AKER, Phoneton, Ohio.



A Test Room Tragedy

The whistles shricked the knell of parting day;
The test room force rushed madly down the stairs;
The night trick ambled in with solemn tread,
To battle through dark hours with twisted pairs.

The T. B. M. with furrowed manly brow, Gazed out upon the scene of battles rare, And wondered just how often through the night He'd clench his fists and madly gasp for air.

The velvet wings of night stole softly down, And everything seemed placidly serene; But yet the T. B. M. with anxious tread Knew somewhere lurked a trouble all unseen.

A test wire stuttered: "Come to 763";
The T. B. M. leaped. "Where can that thing be?"
He cussed the day force out from A to Z;
For they had moved it out of sight, you see.

And while he galloped o'er the boards' expanse, Oh, horror! horror! Everything went still; A test wire sputtered, "Now he's in a trance." He visualized a tombstone on a hill.

His brow grew moist with effort and despair; He wildly grappled with the telephone; And roared for shorts and grounds and opens there, And how that bridge in agony did moan!

The third trick found him in the bright light clear, And gently lowered him upon a chair; They took his left foot from behind his ear, Untwisted patch-cords from his long, thick hair.

His lips moved feebly, and they stooped to hear.
The words came faintly, but with accent clear:
"I'm passing on, old sidekick, to realms remote and fair.

Where every day is pay day, and they have no Volstead there,

Whence quad and simplex litter was ejected long

It's the mecca of perfection, this quiet spot I know."

Then his voice grew faint and fainter and the cold dew damped his hair,

And at last in shaky whisper, "There's no cable failures there."

-JAMES McCRUDEN, Baltimore.

Hit's the Truf!

Just wait 'till I'm the D. P. S.— The stunts that I will do; I'll can all this here red tape, And push things P. D. Q.

I'll change all these vacations, From two weeks up to four; Should any kick, I'll pull a trick, And make it even more.

I'll raise the wages every day, Some days I'll raise 'em twice; I'll do my very derndest To make 'em think I'm nice.



"For voices pursue him by day
And haunt him by night—
And he listens and needs must
obey
Whenthe angel says'Write.'"
—LONGFELLOW.

Now keep this on the QT
For 'twill never do to tell,
Besides, you see, both you and me
Would catch pertickler thunder.
—Anonymous, Atlanta.

The Battle

An angry sea, wind-blown across the shoal,
Piles high some wave-dashed fragments on the
strand;

And ripples trip their way across the sand As o'er the rocky spit huge breakers roll, With only sandy beaches as their goal.
And losing force before it gains the land, The sea sends high its foam in anger and, As it ebbs, it strives to touch the knoll.
The cliffs resist beneath the constant shock Of wave-tossed boulders, rounded tools, to break The yielding bluff that might attempt to make The restless sea stay chained in bonds of rock, And any other priv'lege it might take—When watchful gods with favor call the end.

-H. A. COWHAM, New York.

The Four C's

Now, friends, please pay attention to me, While I write a few words on the letter C— A letter which means, to us, quite a lot, This two dots, space and another dot.

Let us say, for instance, C stands for CONTACT, When your neighbor and you don't agree on a fact; Once getting contact, it's easy to say, "Hello" to your neighbor, or bid him good day.

We will then let C stand for a CONFERENCE with him, As you give him a tip when his head starts to swim; And after conferring with the brother next door, You will find that you really like each other more.

Next we have CONFIDENCE—starts with C, too— To help your co-worker thrash out what to do,

And make suggestions to him if you choose;

Remember the fact you were once in his shoes.

C's the beginning of CO-OPERA-

As you offer your neighbor, down at the next station,

An encouraging word or a helping hand:

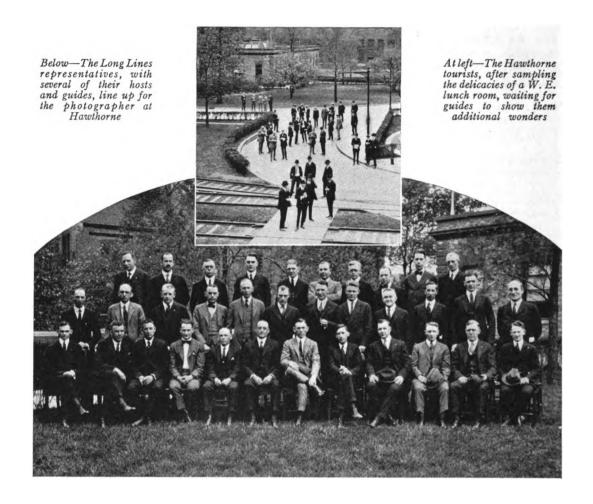
"Don't get excited. Brace up. Make a stand."

Upon the four C's I'll now cease my expanding.

Just add them together. You have Understanding.

This finishes all that I have to say, Except my apologies to Mr. McKay.

-G. F. MOREHEAD, Altoona, Pa.



Our Association Representatives Visit Hawthorne

R. F. Ledbetter, Richmond's Delegate, Frankly Admits That They Came, Saw, and Were Bewildered

HE Long Lines tour of the Western Electric Company plant at Hawthorne, Ill., came off on May 9 and 10, and through the Association of Employees the following representatives made the trip through the huge establishment, covering 20 miles on foot:

C. E. Baldwin, Technical Man, New York City; G. Burk, Equipment Attendant, Memphis; C. E. Dutton, Equipment Attendant, Omaha; G. B. Florence, Testboard Man, Greensboro, N. C.; F. H. Fox, Telegraph Repeater Attendant, Detroit; H. Fraser, Testboard Man, Troy, N. Y.; J. W. Garner, Testboard Man, Birmingham; A. Green, Testboard Man, Denver; R. E. Kehoe, Chief Equipment Man, Atlanta; L. B. Keys, Testboard Man, Providence; C. F. Laker, Testboard Man, Terra Haute; R. F. Ledbetter, Telegraph Repeater Attendant, Richmond, Va.; C. C. Liggett, Technical Man, Harrisburg, Pa.; H. D. Manring, Testboard Man, Kansas City; H. A. Peters, Testboard Man, Beaverdam, O.

W. R. Peters, Technical Man, Pittsburgh; J. P. Phelan, Equipment Attendant, JUNE, 1922 ONG INES

New York City; M. Ruberg, Testboard Man, Philadelphia; H. C. Sexton, Technical Man, St. Louis; E. Schoot, Equipment Attendant, Tomah, Wis.; S. R. Sjoberg, Technical Man, Chicago; M. H. Stiegemeir, District Chief Clerk, St. Louis; M. L. Turner, Technical Man, Atlanta; B. B. Wagner, Testboard Man, Cincinnati; H. M. Warke, Methods Clerk, New York City; E. W. Welsh, Technical Man, Philadelphia; L. A. Welsh, Telegraph Repeater Attendant, Buffalo; A. W. White, Testboard Man, New Haven; A. G. Henning, Technical Man, Chicago; Lee Smart, Special Contract Service Inspector, Chicago. Thomas Higginson, of the Welfare Department, Chicago Plant, was in charge of the party while in Chicago and Hawthorne.

The party assembled in the office of Mr. Higginson and after a brief talk and hearty welcome by Mr. Hogerton, a short visit was made to the Chicago testroom where the fellows all met with a hearty reception, renewing old acquaintances and making new ones. In a few minutes shop talk gained the ascendency and the party fell into its regular stride as tourists. Chief Testboard Man Salisbury joined the party and with Mr. Higginson everybody boarded sightseeing autos for a tour of Chicago.

The party completed a tour of about 45 miles through the principal parks and

boulevards, stopping at the Morrell Park test station where they were extended the cordial reception characteristic of the Bell organization. Everyone was extremely interested in the carrier system both from a telegraph as well as a telephone standpoint. After the party was saturated with carrier, they visited the Garfield Park Conservatory. Returning to the hotel, the party was delightfully entertained at dinner by Mr. Higginson.

Arriving on schedule time at Hawthorne the visitors were extended a welcome by Mr. Bancker, Assistant General Superintendent of the plant. He expressed delight in the fact that he could now show the employees of the Long Lines Department how big the Western Electric Company is and give them some idea why requisitions are not filled "the day before yesterday."

After visiting several departments the members were interested to the point of real amusement when they saw two young fellows putting a cord through the same operation as an operator actually putting up a connection. These boys were giving a life test to the cords in order to determine how many operations a cord would stand before breaking down. The cords stand between 25,000 and 35,000 manipulations before trouble is noticed.

Inside the plant a telephone exchange of 27 positions is in operation. This ex-



Where they wind the insulation on a few thousand miles of wire every day

change takes care of the entire plant at Hawthorne. Fourteen hundred and fiftytwo stations with 337 extension telephones are in service. Thirty operators, one clerk, two supervisors and one chief operator constitute the force. They have 24 inward trunks between the central

offices in Chicago.

An interesting talk was made by Superintendent Garvey in which he spoke along the lines of industrial relations and the welfare of employees. Mr. Garvey stated that he made a survey a short while back and found that the employees were about fifty-fifty college men and non-college men. He emphasized the fact that facilities for learning were available to the noncollege men and that they were taking advantage of it so that both were advancing in the same proportion.

When the whistle blows for lunch everybody is out in half minute. No lost motion or idle time in going to lunch. Girls from

different departments are assigned for service in the lunch rooms. The largest lunch room seats 2000 people and two smaller ones seat 200 people each.

H. A. Wier, Analyzing Engineer, gave an interesting talk on the carrier system for telephone and telegraph. Mr. Hellweg, General Merchandise Manager, explained the workings of the general telephone sales organization, stating that requirements for telephone apparatus were prepared and sent to the manufacturing department four months ahead of its anticipated use.

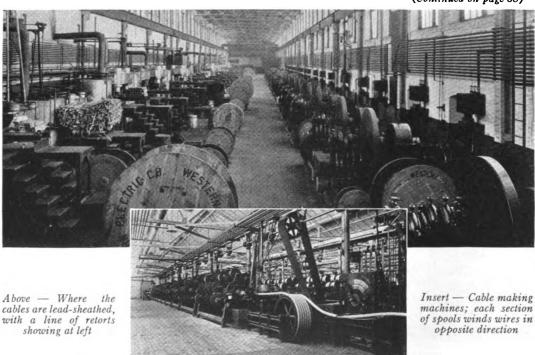
At the present time there are employed at the Hawthorne plant 27,000 persons. The ratio of male and female employees is three to one in favor of the males.

The factory ground area covers 210 acres. The floor space in the buildings totals 3,500,000 square feet. Fire protection in every building has been provided to the highest degree. Every possible oppor-tunity has been utilized to provide sunlight and fresh air to the employees.

The plant manufactures its own gas and consumes 25,000,000 cubic feet each month. The monthly requirements of electricity are 2,500,000 kilowatt-hours. The yearly consumption of coal is 100,000 tons. Eight hundred and fifty million feet of wire is made into telephone cables every Twenty-five thousand tons of copper wire are used each year. A total of 25,000,000 board feet of lumber is required a year.

To say that one half of the world does not know how the other half lives is no

(Continued on page 38)



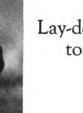
And Here We Have OUR CHIEF OPERATORS

CHIEF OPERATOR is in direct charge of the operating force and is responsible for the assignment, conduct, discipline and efficiency of her force and the handling of the service at all times."

Aside from that she hasn't a thing to do—except work.

It gives us rare pleasure to present on the following pages the portraits of the Chief Operators of the Long Lines Department, in whose capable hands are the daily miracles comprising the Bell System's long distance service.





Lay-dees an' gen-tlemun, as the toastmasters all like to say,



Standing, left to right—G. Dillon, E. Kinlock, Eve. C. O.; K. McMa Evarts, Eve. C. O. Sitting, left to ri A. Cassidy, E. Page. All of New



Lola May Priddy



Louise Crabill Albany, Ala.



Ruth Ray Denmark, S. C.



Annie T. Toner Boston, Mass.



Almedia Estes Georgetown, Ky.

"Ask the Chief Operator." Everybody around the operating room says and does just that



Charlotte Bennett Nashville, Tenn.



Mabelle Shough Montgomery, Ala.



Mary J. Painter West Palm Beach, Fla.



Elba Burkey Louisville, Ky.



. Murphy, Eve. C. O.; Mrs. n, Night C. O.; Mrs. C. B. t: E. Rundquist, A. Noon, York City.



Allow us to present: the captains

Margaret M. Cullen Providence, R. I.



M. C. Caldwell Tomah, Wis.



V. Stollberg Milwaukee, Wis.



Matilda M. Then Buffalo, N. Y.



Clara Baker Davenport, Iowa



J. C. Woehler Evansville, Ind.



Ellen Sullivan Minneapolis, Minn.



Blanche Timberlake Omaha, Neb.



Freda Mooney Indianapolis, Ind.

All day, every day, it is she who guides and inspires her sisters to the highest ideals

Dozens and sometimes hundreds of girls to watch out for, to manage and to keep happy. Imagine!



Jeannette O'Riley Cleveland, Ohio



Mrs. Hazel M. Jaynes, Eve. C. O. Cleveland, Ohio



Mary Kingsley Cincinnati, Ohio







May Stotz Toledo, Ohio



E. M. Benson Detroit, Mich.



Mrs. Mary D. Sechrist Dallastown, Pa.

Another thing about themyou'd never believe how hard it is to line up their pictures properly

Two More Pages of



Nellie M. Bolton Philadelphia, Pa.



Bertha A. Sager Newtown Square, Pa.



Marie C. Robinson Brushton, Pa.



Clara A. Wine Reading, Pa.



Elizabeth C. Dew Richmond, Va.



Elizabeth J. Seiling Pittsburgh, Pa.



Lulu B. Church Maumee, Ohio



Laura M. Hall Cuyahoga Falls, Ohio



Louie M. Caskey Cambridge, Ohio

Talk-tracks and talktrains stretching out all over the land. Who prevents smash-ups? You know



Ruth A. Lewis Beaverdam, Ohio



Araminta Detrick Phoneton, Ohio



And if for one reason or another we have left out any Chief Operators,—heaven help us!



Mrs. Agnes Seewald Joplin, Mo.

Our Chief Operators



Mrs. Mattie H. James Tulsa, Okla.



Cora Havener St. Louis, Mo.



Nellie E. Burgoyne Kansas City, Mo.



Anna M. Veail Wichita, Kans.



Lena R. Saunders Covington, Va.



Carrie Nelson Oklahoma City, Okla.

F. S. Twomey Retires

N May 1, F. S. Twomey, District Traffic Superintendent, retired from the Philadelphia office.

He has not been in good health for several months and recently decided that the best way to play the game was to go away for

a long rest.

He and his family are planning to spend the summer on Cape Cod, journeying up and down in their flivver with Onset as a base. By fall, when he will resume active duties, he expects to put on enough flesh to enable him to qualify for the heavy weight

For a few weeks his friends can reach him by mail at Pond Street, North Easton, Mass.

Before leaving Philadelphia, Mr. Twomey dropped in to the Philadelphia office to say "goodbye" to his many Philadelphia friends. W. J. Herrmann, Traffic Chief, on behalf of the District and Division Traffic,

Philadelphia, Newtown Square, Reading and Dallastown offices, presented Mr. Twomey with a beatiful ring as a token of their esteem and good wishes. After the presentation, Mr. Twomey responded by giving an informal talk.

W. C. Blanchard, jr., who succeeds Mr. Twomey as District Traffic Superintendent, was transferred from Chicago to Division 2, December, 1921, as Division Traffic Supervisor. Readers will agree that Mr.

Blanchard is getting a whole lot of advertising these days. You recall there was an interesting article in the February issue of

Long Lines at the time of his transfer to Division 2, and here he is again breaking into print. Publicity seems to be one of the penalties of these promotions.

Apropos of the article in the February issue, I would like to call your attention to the last paragraph: "I am sure promotions will continue to come his way."

Truly prophetic on the part of N. N. W.—F. M. B.

The Telephone in Brazil

Victor M. Berthold, A. T. and T. Company, New York, has completed a treatise on the "History of Telephone and Telegraph in Brazil, 1851–1921." One of the interesting features in the booklet describes the part Theodore N. Vail played in organizing the telephone ser-

vice of South America. The author says, in part:

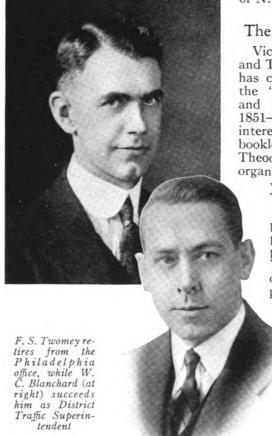
"Only 18 months had passed since the incorporation of the Bell Telephone Company of New York when in the midst of a multitude of sorely perplexing problems at

home, Vail turned his unique business acumen to the introduction of the telephone in foreign countries, and forthwith created the Continental Telephone Company, thus planting the seed from which sprung not only

sprung not only the telephone service of Brazil, but also that of various other Latin American countries. . . .

"On October 13, 1880, articles of association were signed in Boston for the formation of the Telephone Company of Brazil, with a working capital of \$300,000, consisting of 3000 shares of \$100 each. Among the men composing the association were Theodore N. Vail, Henry S. Russell, Charles P. Mackie, William A. Forbes, George L. Bradley, Charles Emerson and James H. Howard."...

By 1885, there were seven telephone exchanges in Brazil, with 3,335 subscribers.



Q U E E R C A S E S

Some Trouble Stories Told by Plant Men That Would be a Credit to Sinbad Himself

Thad rained during the day and the roads were muddy and slippery. We arrived about midnight where the trouble showed south of Hampton, made a test, and the t.b. said, "You are right on top of your trouble. Watch the line close."

We hadn't gone far when all of a sudden Boz said, "Whoa! What the deuce is that?"

Sure enough, there was our trouble: a great big hoot owl hanging by his head on wires 8-9 in the middle of the span, his eyes showing like two balls of fire in the moonlight. We finally got him untangled and called the t.b. He asked, "Did you find anything?" and we said, "Yep. A big hoot owl, hanging by his head in wires 8-9." At this moment his mate over in the woods nearby called "Who? Who?" Who?" —W. R. Caldwell, North St. Paul, Minn., and W. C. Bozarth, Owatonna, Minn.

About a year ago I was working on a 12-mile cut along the Soo Railway between Mellen and Morse, sometimes called "Dead Man's Cut," as there have been five suicides along here. Mr. Curren at the Ashland testboard told me wires 5-6 were short about a mile and a half south of me.

While walking south looking for the trouble I met a section crew on a power car. The section foreman called to me that about a mile further south a man had hung himself in our wires. I laughed, supposing he was trying to play a fake on me.

A little further, I came around a curve in the railroad and sure enough, about a half mile further south I could see something that looked like a man hanging in the wires.

I was thinking what a terrible thing it would be to report to Minneapolis. But



"The hawk," says Mr. Shea, of Boston, "made strenuous objections"

then I got closer and saw its head was too small for a man's; and getting still closer—what a relief! It was only a crane, measuring five and a half feet in length, but looking twice as long. I had to take down wire No. 5 to get him untangled for he had got his head between wires 5–6 and flopped around considerably before he gave up the ghost.—E. Horgan, Marshfield, Wis.

About 6 p. m. one day last summer, a number of our wires became noisy but the lineman failed to find any cause and the trouble cleared out. At about the same time the following day this trouble recurred and again cleared out in about half an hour.

The next evening the lineman patrolled the line in the vicinity where the trouble tested and found the cause: a man sprinkling the street was holding the hose so that the stream of water went up into our wires, thereby partially crossing and grounding them. The lineman politely explained the bad effect of such sprinkling on the wires. Trouble disappeared.



Left to right — W.
C. Bozarth, W. R.
Caldwell, L. Graham, J. B. Harker,
H. H. Schultz, all of
Plant District 46.
The first two figure
in the opening
"Queer Case"

On Saturday, November 19, 1921, several circuits on Philadelphia-Chicago line went in trouble which tested like a high resistance cross near the junction of Canton, O., loop, pole 4688. After hunting continuously for six hours, during which time much auto and walking mileage was consumed, Section Lineman Coleman was unable to find the cause despite the fact that numerous tests showed him to be very "warm." About this time, Coleman says, "I became disgusted with myself for not being able to see anything that might cause so many circuits to be crossed out."

Determined to make one more test, he was on his way up pole 4662 when at about the bottom crossarm, his head came in contact with a network of very fine wire, about like fine silk thread. Upon removing it he called the testboard and found everything clear. The fact that pole 4662 is located by the side of a rural schoolhouse makes it unnecessary to go into details as to the presence of the scrap wire in the line, but, it being Saturday, the lineman could not caution the pupils about not throwing things into the wires.

Early the following Monday morning, Coleman was sent on another similar case of trouble, testing at about the same place. He immediately went to pole 4662 and covered the line carefully for about a mile each way but to no avail. So he decided to call for help from the schoolhouse and was not surprised to find a boy who admitted that he had thrown the wire into the line which caused the first case of trouble, and that he had repeated the act on Sunday. He went with Coleman and showed him the piece of wire, dangling in the air in the middle of the span at pole

4616. It seems the boys enjoyed the shock obtained by holding on to the dangling ends of the scrap wire.

In the meantime, due to the unusual nature of the trouble, Line Inspector Dotson had been dispatched to the scene of the trouble with a view to assisting the lineman. Upon finding the cause of the trouble he held a special session in the school house and with the teacher and all of the pupils present he gave a lecture on the seriousness of the matter, explaining what happens to our service under such circumstances. He also gave them to understand that the penalty for such actions is very severe.

Mr. Dotson is of the opinion that we will not be troubled again from that source.

—L. J. Harter, Cleveland

Lineman had sweetheart in small town. Sweetheart's kid brother reaped rich harvest of dimes and quarters. Trouble became frequent in vicinity of sweetheart. Lineman pleased to cover in this direction. One day kid brother forgot to remove brass curtain rod and lineman found cause of trouble. Rod removed and used on boy. Trouble disappeared.

A snake glided out on wires, crossing them. Lineman spotted snake and hoisted himself up pole, to be met by the snake. Lineman reversed and went to earth again, trying next pole with same results. Lineman and snake kept up this game for some time. Finally lineman decided to sprint to next pole, and cause snake to lose balance trying to keep even. Snake fell to the ground.

When District Plant Superintendent W. H. Barnes was wire chief at Mont-

gomery years ago he sent a lineman on a case of trouble. After several hours lineman called in and said, "I can't git nowhere with this balky old hoss." Barnes told him to wire the generator of his test set to the horse's bits and tail.

After eight minutes the lineman called from a point 37 miles further down the line and with gasping breath reported, "It worked o. k., but now every time I try to ring in on the line this old fool hoss runs away!"—T. A. Springfield, Nashville.

\$

Early one spring morning a few years ago after a shower of rain the top ten wires of the Providence-New Bedford line showed high resistance cross. I was given the trouble, which located near Fall River.

At pole 696 I found a large fishhawk busily engaged building a nest on the wires. It had a great pile of wood and old corn stalks and other material spread over the

ten top wires near the pole.

I broke up the nest and threw the wood and other material to the ground, thinking the bird would seek a more secluded place for its nest in the future. But I was mistaken, for a rain storm about a week later brought in the same trouble. I started out again and when I reached the place I found the hawk had rebuilt its nest, using the same material, and had laid one egg in it.

I was getting on my spurs preparatory to removing the nest when the game warden drove up and forebade my destroying it, saying there was a fine of \$25 for each egg destroyed. I thought the matter over and decided that delay in that case might prove expensive as there was only one egg then and if I went away there might be several more before the matter could be settled.

So I said to the game warden "Here goes."

The game warden evidently decided it was necessary to clear the wires. He took no further action, but got in his carriage and drove away. The hawk, however, remained and made such strenuous objections that I had to lash one of the large sticks to the top of the pole so that it projected above my head, to prevent the hawk from swooping down on me. To complete the destruction I made a bonfire of the nest. This must have discouraged the hawk for it made no further attempt to rebuild its nest on the wires.—M. Shea, Boston.

A queer case of trouble, and one quite unusual in this part of the country, at least, occurred on the New York-Boston



A Union Pacific derrick like this one almost wrecked a recent transcontinental demonstration by passing underneath our line without lowering the crane
At left—Section Lineman H. J. Carper, Denver, who cleared the trouble at the expense of his clothing

Shore line at pole 8275 in the town of Johnston, R. I.

There were 60 wires on the line at this point and at about eight o'clock one morning the whole line became high resistance crossed. A field of green oats, through which the line ran, had been cut by a farmer the day before. A whirlwind had picked up the green straw and scattered it all through one section of the line. The straw was so twisted and matted around the pins, crossarms, and wires that it took my helper and myself three hours to remove it.—J. F. McMahon, Boston.

Why Mr. Stevenson lost Mr. Bates at San Francisco while making preliminary tests before a recent demonstration:

3:09 p. m.—Mr. LaChapelle, small in size but with a heavy voice, bellows out, "Lost the demonstration circuit east. It is crossed up with a Brush, Col., circuit."

3:11 p. m.—Mr. Glezen arranges for a patch from wires 3-4 to 1-2 Omaha-Denver line. He then turns the demonstration circuit to the testboard for test. Mr. Uncapher gets busy and finds 3-4 t.c. east open and grounded. Mountain States circuits 1643, 1354 and 95 to Brush, Col., also open and grounded.

3:15 p. m.—Trouble locates pole 23620 Omaha-Denver line, approximately five miles from the office. Mr. Carper starts

with the Company Ford.

3:55 p. m.—Mr. Carper at pole 23593 has wires 3-4 o. k. Trouble caused by Union Pacific Railroad rail-laying derrick passing under our lead without lowering the crane. The Union Pacific conductor advises he did not see the wires which at this point are 40 feet above the rails.

5 p. m.—Mr. Carper has all the circuits o. k. permanent. His trousers, however, are torn beyond repair. He waits for darkness.—S. McDougall, Denver.

Omaha's Slogan: "Never Say NRG"

IN Omaha lately we have completed several difficult calls, the completion of which leads us to believe there's a lot in Persistence Persistently applied. We pick the following as a striking example:

The call involved was to a New York hotel and the not uncommon report NRG CF had been received about three times. In fact, one could almost see written across the ticket, "Eventually canceled, why not now?" When the operator recalled the subscriber to give the latest NRG CF, he became disgusted enough to give information which he had been withholding, and which proved very valuable. He said that the called party had registered on Friday, and that he wrote a very peculiar hand, which often resulted in his being reported not registered.

This information was passed on by the supervisors to the terminating dispatch supervisor. In due time came back the report NRG CF verified. Then the matter was referred to the assistant chief operators with the same result.

Thus matters stood when sometime that evening a certain operator picked up the call. After perusing the book of reports attached, she decided she'd "see what she could do." Accordingly she reached New York and the hotel clerk. She gave the information previously mentioned. All too soon the clerk reported, "He didn't register here Friday." "Oh, yes, he did," the operator retorted. "Look for any one registered from Omaha on Friday."

A little longer wait.

"We've got two people here from Omaha, but neither one of 'em is Zachary."

"Give me their names and room numbers. I'll see."

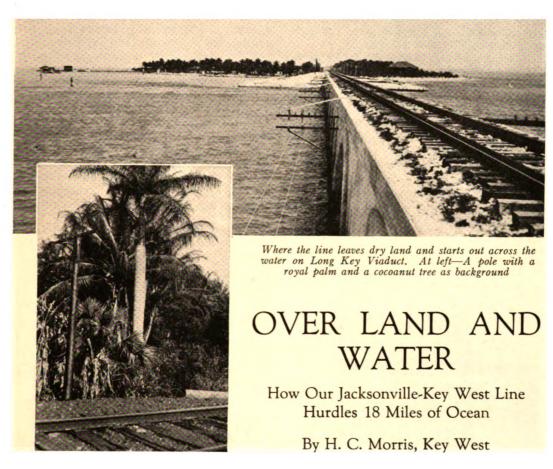
However, neither of these was Zachary, or knew anything about him, so back again went the operator to the clerk. When he found out what she wanted: "Say, I told you that man wasn't registered. If you can find him in this hotel you can do better than I can."

Then the operator used intelligence.

"Pick out the worst written names on the Friday register and see if you can't make Zachary out of one of them."

The clerk had no alternative, for he knew the operator would be back again if he did not comply. He scanned the register very carefully, we imagine, for he came back to the line and rather grudgingly admitted that he had found a name which might be Zachary, and was certainly written in a peculiar hand. The operator tried not to be too overjoyed. She got the room number—and the right party.—Geraldine Bell, Omaha.





O most Long Lines readers the cable between Key West and Havana is a familiar story. But fewer of them, we believe, know about the stretch of line just preceding it, which travels over the sea instead of under it. It was to give this important section of the international line the publicity it deserves that the following was written.

Seven years were required for the completion of the Florida East Coast railroad between Miami and Key West, or the Key West extension, as it is usually called. It was built at a cost of more than \$20,000,000. The actual construction was started in April, 1905; and the first train entered Key West in January, 1912.

The total length of the Key West extension is 156 miles. Forty-nine miles is of

land construction, 89 miles built over small islands, and 18 miles of oversea or bridge construction.

The building of a railroad over the sea presented many difficult and unusual problems. The route over which the road was to be built was laid out so that most of the oversea portion would be built over shallow water, with a minimum distance between the small islands, or keys. The water between the adjacent keys is spanned with concrete viaducts and steel or wooden bridges, depending upon the depth of the water, length of span, weather and tidal exposure. None of the wooden bridges is more than a few hundred feet long while the steel bridges and concrete viaducts range from a fraction of a mile to several miles in length.

It was originally planned to span only

six miles of water with viaducts of concrete or steel. The remainder of the oversea construction was to be of wooden trestle filled in with earth and rock, which would have the appearance of an ordinary railroad grade on land. A number of miles of this

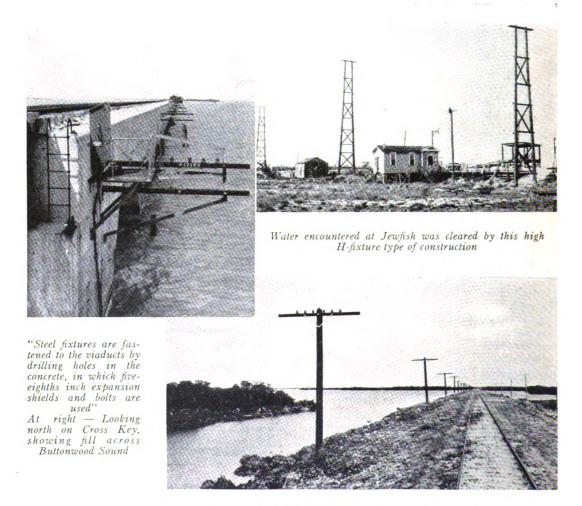
type of construction was built.

The fury of the October, 1909, storm forced vast quantities of water into the Florida Bay, which is between the railroad and the mainland. With a wind blowing 125 miles an hour, it was impossible for this tide to recede through the opening where it entered the bay. The small openings in the railroad embankment proved inadequate to handle the enormous volume of water which was flowing from the bay back into the ocean. As a result many miles of the trestle and earth construction were swept away. It was replaced with viaducts and bridges.

At the time the railroad was completed Key West was without telephone communication with the rest of the world. It was not long, however, until the A. T. and T. Company executed an agreement with the Florida East Coast railroad, permitting the Company to make such attachments as would be necessary to support telephone wires across the bridges and viaducts. Right of way to build a pole line paralleling the railroad was also obtained at this time.

The Engineering Department engaged in preparing the necessary engineering information; while the construction forces were busy ordering material and tools, recruiting men, providing living quarters, and accomplishing the other things essential to perform the enormous task before them.

On March, 1916, at Jacksonville, the



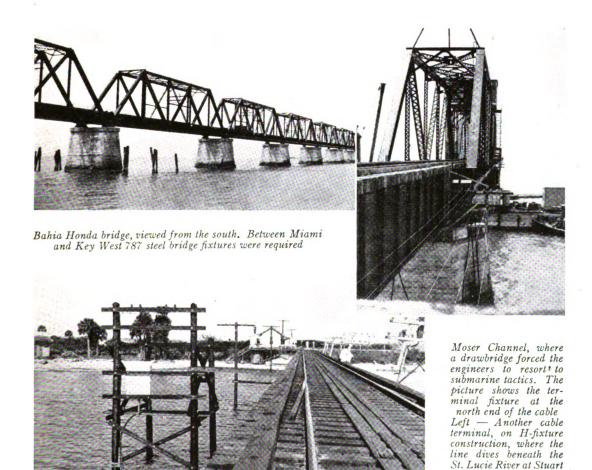
construction of the Jacksonville-Key West line was begun. This line was to be 522 miles long, and 20,169 poles and fixtures were required to complete the work into Key West. To build a line of this length under favorable conditions would be no small undertaking. To one who has not seen for himself the mosquito-laden jungles of the Florida peninsula, it would require volumes to convey a satisfying comprehension of all the things which had to be overcome.

The line between Miami and Key West contains 787 steel bridge fixtures and 5,773 poles. Practically all the poles are set either in sand or in coral rock, which is always found under a thin layer of soil. The fixtures are fastened to the viaducts by drilling holes in the concrete in which five-eighths inch expansion shields and bolts are used.

All section linemen on this line are equipped with gasoline driven motor cars built to run on railroad tracks and used for maintenance and trouble clearing purposes. One hundred and twenty-eight miles of the Key West section cannot be reached by highways.

On February 1, 1917, the line was completed into Key West. The wires were cut into a temporary testroom and connections established with the Southern Bell Company's switchboard. The first call was from Key West to New York and was completed during the evening of February 1.

The laying of the Key West-Havana submarine cables made it necessary to enlarge the testroom. A new building was erected, and all test and Morse equipment was moved from the old testroom. The cable equipment was installed; and on April 11, 1921, the new office was officially placed in service. The personnel required to operate the office is now 11 men, as compared with four in 1917 when the office was opened.



In some cases specially insulated submarine cable was installed to span drawbridges at navigable channels. The use of this special cable made it possible to install less sensitive protectors at the ends of the submarine lengths than would ordinarily be required, which in turn resulted in less trouble due to "proper action of arrestors." This is important on account of the great distance which the linemen have to travel on this line and which would otherwise cause a larger amount of "circuit shortage."

The line was constructed of creosoted Those installed on dry land pine poles. were given the usual treatment of 12 pounds of the preservative for each cubic foot of the pole, but in some cases the poles had to be set in locations where the butts would be covered with salt water, at least at high tide. In such locations the poles would ordinarily be attacked by marine borers called teredo worms. To meet this condition, these poles were given an especially heavy treatment amounting to about 22 pounds of creosote per cubic foot of pole, or the poles were set with a sewer tile collar around the section subject to attack.

In some places great difficulty was experienced in digging holes for poles because sand and water caved in as fast as it could be taken out. overcome this condition, collapsible sheet iron cylinders were designed and used satisfactorily. The procedure consisted of placing a cylinder at the location where a hole was desired and digging out the sand

from inside the cylinder. The pole was then put in place and the cylinder removed. Afterwards the hole was properly back filled.

Living conditions for the men of the construction forces were much more pleasant than might be supposed. Most of the work was handled from construction trains in which the gang slept at night and in which the meals were prepared and served.

There were two of these trains. One started from Jacksonville and the other from near Palm Beach, both working south. Each train consisted of a cook car, eight or ten box cars provided with bunks, water cars, a commissary car, a foreman's car and flat cars. It was completely fitted out with camp equipment and received many approving comments with regard to the way the comfort of the men had been looked after. Tools and material were distributed from this train and in some cases the wire was strung from the cars. While the work was extended across the keys an extra amount of water had to be carried on the train, as there was no drinking water to be found on the little islands.

Foremen and other supervisory men were white, but most of the others were colored. They were a happy-go-lucky crew, as most negroes are, and enjoyed life as it came. The only thing that worried them was the supernatural; and when they got working on the keys some of them spent bad moments when sharks came around, for they thought sharks meant sure death to somebody, soon.

Section Lineman W. C. Avery, Key West, in his seagoing motor car. The nearest land is three miles and a half away. The tracks run on one of the viaducts which carry our line from Miami to Key West

The water between the islets was shallow and clear, and many times man-eating sharks seven or eight feet long could be observed cruising lazily up and down the channel and turning a wicked eye up at the men on the bridges and viaducts. At such times the colored boys would take extra firm holds on the structure beneath them and remind each other in awed accents

of the accidents that had happened while the railroad was being put through several years previously. In those days, they said, no man who fell overboard ever returned. He merely became a table d'hote meal for a shark.

It was difficult to find a colored boy who had actually witnessed such a sudden taking off, and it is certain that nothing of the sort occurred while our line was being built.



Our hero photographed in the old Quincy Street office, Chicago, about 1905

Presenting Bert Pfeiffer

"Bert." His service started in the old office at 105-107 Quincy Street, Chicago, when the personnel of the office was as follows: F. A. Stevenson, Dist. Supt.; Jas. Knapp, Asst. Dist. Supt.; P. Harvey, Mgr.; A. J. Ferguson, Wire Chief; C. H. Kehnroth and C. H. Oviatt, Asst. Wire Chiefs; G. M. York, Equipment; A. S. Rogers, Operating; Jas. Niven, Accounting; Mary Gerrard, Stenographer; Margaret Conway, Pay Station Attendant.

of service in the

Chicago test-

room is George

Wilbert Pfeiffer,

familiarly known as

A few days after he started service with the Company, the wire chiefs, operating, equipment and accounting departments moved to the new building at Morrell Park. Mr. Pfeiffer had a brief training under Mr. Kehnroth and was placed in charge of the office when Mr. Kehnroth left for Morrell Park.

Shortly afterwards a dredge plying its way down the river pulled up the Morrell Park cable, which carried all the Morse and ringing current between the two offices. It was thought that Mr. Pfeiffer, being a new man in the service, would not be able to handle the situation and Mr. Oviatt was sent from Morrell Park on a bicycle with instructions to break all speed records.

Before he arrived, however, all circuits were made good by patching to the Archer and Blue-Island Avenue aerial routes. All

the available supply of patching cords were used and Messrs. Stevenson and Knapp volunteered their services and made temporary cords with okonite wire, which of course aided materially in restoring service promptly.

Mr. Pfeiffer's service dates from 1897, in the following positions: assistant wire chief in charge of the Quincy Street office, acting chief operator, telephone service inspector, assistant wire chief in charge of line maintenance, facilities engineer of the Chicago Company, and at present he is evening supervisor of press service in the Chicago office.

His hobby is motoring. How he has managed to remain in a state of celibacy for so many years is beyond comprehension. He still retains his youthful appearance and there is still hope for him.

—H. G. H.

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Members of the Commercial Department, New York, listened to a talk on classes of service and toll charges given by W. G. Thompson, who has charge of the rates section of the department.

Visit to Hawthorne

(Continued from page 22)

truer than that half of the Long Lines folks fail to realize how the various parts of telephone and telegraph apparatus used by the different departments in their daily routine are brought into being.

As a member of the Hawthorne party our impression of the Western Electric Company plant could be expressed along the lines of the old Latin saying: "I came, I saw, I was bewildered."

Hawthorne is more than a manufacturing plant. Every phase of business life is evident; and no matter what unit is studied, you will find the Bell spirit behind every feature.

The trip to Chicago and the two day visit to Hawthorne will long be remembered by all the Long Lines representatives. The whole-hearted welcome extended by Mr. Higginson and Mr. Smart of the Long Lines Department, and the hospitality and glad-to-see-you spirit extended by Messrs. Hoff, Higgins, Hellweg and Bancker of the Western Electric Company were greatly appreciated.

As the party visited each department and gazed with wonder at the various operations in manufacturing telephone equipment, the pleased expression upon the faces of the employees left no doubt in the minds of the visitors that Hawthorne spells contentment.

The first department the party visited was that manufacturing receivers, mouth-

pieces and strips of hard rubber insulation. The sequence by which crude rubber is changed into a finished product impressed every one.

The cable plant was one of the most interesting departments visited. Beginning with the core of the cable and following the operations of the winding machines as each layer was wrapped in its proper place, passing into the lead sheathing department where the sheath is forced around the cable under the pressure of hydraulic rams exerting 5000 pounds to the square inch, the realization of how it was done answered the question expressed by one of the members from the South, who remarked, "I always wanted to know how they poked all those wires through a lead pipe."

The party was given the special privilege of visiting the lamp and vacuum tube department, and although Palm Beach weather prevailed therein the trip more than compensated for the heat units expended.

On every hand the visitors found various kinds of tests being made and apparatus being checked and measured in every conceivable manner. The Hawthorne plant counts its production in millions of figures to the left of the decimal point; and on the other hand it is equally zealous to be absolutely correct and use figures to scale the tests equally as far to the right of the decimal point to insure accuracy. Gram scales, micrometers, hair-splitting gauges, slide rules, electrical meters were seen in operation at every turn.

What Chicago Thought About It

THE employees of the Chicago testrooms and offices appreciated the opportunity they had in meeting the men from the various offices and in acting as hosts while they were in Chicago visiting the Western Electric Plant.

After meeting the fellows there was no question but that the various Branches had chosen their representatives with great care. A more capable or better bunch of fellows could not have been got together. It is believed by all who met them that the difficult task of imparting the knowledge they received while at Hawthorne and describing the wonderful plant that they saw could not have been given into better hands. An opportunity to hear one of these men cannot but prove worth while.

Many of the visitors had pleasant things to say about the way they were taken care of in Chicago. Chicago was delighted to be of assistance in helping our people see the Hawthorne wheels go round, and if they enjoyed being with us as much as we enjoyed having them—why, all's well.—A. G. Henning, Chicago Plant, President, General Assembly.

HAWTHORNE BOUND

How R. F. Ledbetter, of Richmond, Earned Right to Represent District 22 on Tour of Western Electric Work Shops

F. LEDBETTER, Richmond, Va., the representative from District 22 to visit the Western Electric Company's plant at Hawthorne, Ill., surely deserves the honor, for he had to undergo a real civil service test before receiving this distinction. As the result of an order issued by the Division 2 Plant Council executive committee, every branch in District 22 named a candidate to enter the contest for the final selection of a District representative to take the Hawthorne tour. The executive committee of District Board 22 was duly vested with authority to make this selection.

Things began to hum in the branches, for candidates were plentiful. The names of the lucky individuals, with briefs covering their service records and qualifications, were submitted to the District Board committee. When the qualifications were read before the committee, clouds of difficulty began to assemble, for each letter accompanying the candidate's name set forth in the most glowing terms the gentleman's fitness for the tour.

While laboring under the dilemma of selecting a candidate, a member of the committee who had sat through several civil service tests a few years back suggested that the committee slip a nicely worded questionnaire to each of the aspirants. The suggestion won the approval of the committee and the following questionnaire was delivered to each candidate:

(1) State briefly your practical ex-

perience in public speaking.

(2) Submit a composition containing not less than 500 words, the subject to be entitled "The Test Room." It should convey in a general way the operation or functioning of the various units of apparatus, their relation to each other, together with a practical description of the more important units. This composition to be adjudged

on the merits of its logic, context, clearness and completeness.

(3) Outline briefly just what plan you will pursue in endeavoring to absorb the methods used at Hawthorne, and how you will deliver same upon your return.



R. F. Ledbetter, Richmond, Va., Plant, went to Hawthorne as the representative of District 22

Each answer was to be rated by a percentage method, the candidate receiving the highest average to be declared the winner of the contest. R. F. Ledbetter, of Richmond, Va., having received a rating of 97 per cent., was named as the representative from District 22,

The following are his answers:

(1) "I have been speaking in public for the past 10 years in various political and civic associations, sometimes speaking in an extemporaneous manner, other times along lines previously announced. I have appeared before the public in various churches and Sunday schools, speaking on topics of a religious and moral nature, and on social welfare. I conducted, and did the major part of the speaking in, a religious education drive recently held in the Central Methodist Church, Richmond."

(2) Mr. Ledbetter's composition entitled "The Test Room" will appear as a separate article in a future issue of Long Lines.

(3) "It would be hard to state just what plan would be best adapted in attempting to absorb the methods used at Hawthorne. (Continued on page 47)

Cleveland Lands Cup

HE Cleveland bowling team, composed of L. J. Harter, P. C. Nauert, W. E. Pairan, J. P. Higgins and L. R. Chilcott, captain, enjoyed a very successful season. The team finished third in the Buckeye league with 35 games won and 19 lost, with 648 per cent. It tied for first place in the Ohio Bell Company's 32-team bowling league with 43 games won and 23 lost with 651 per cent. On April 22 it won the five man team trophy in the Long Lines Department tournament with games of 818, 940 and 938, totalling 2696 pins.

The Cleveland men bear the reputation of being good tournament bowlers, having previously won the cup in the Ohio Bell bowling league for three consecutive years, 1915, 1916 and 1917. This entitles them to permanent ownership of the cup.

Providence Swamps Boston

Providence bowling teams 1 and 2 outrolled their Boston adversaries at the Majestic bowling alleys, Providence, on Saturday, April 22, when the Providence testroom force was augmented by 50 or more people from the Boston office to witness the annual struggle of the choice pin pickers of each office.

After the bowling match was over the assemblage proceeded to the Roger William's Park Casino, where all dined, danced and were handsomely entertained.

Entertainment was furnished by Miss Alvilda Kenefick, piano selections, George L. Smith, in Scotch character songs and stories, and last but not least, the surprise of the evening, the Miserable Minstrels, headed by Tom Bruner as interlocutor and assisted by Tom Conroy, George Smith, Ernest Coolbroth, Tom Delaney, Bill Kenefick and George Fanning in a snappy miniature minstrel show.

Among those present were Mr. and Mrs. C. C. Quimby, J. F. Oderman, Mr. and Mrs. A. H. Kenyon, Mr. and Mrs. G. M. Fraser, Mr. and Mrs. I. W. Gerring and Eddie Tappan.

Philadelphia Victors

A three cornered bowling tournament between teams from Philadelphia, Reading and Harrisburg was played at Reading April 29, in which the Philadelphia team won a decisive victory.

Total scores for the three games were: Philadelphia, 2451; Reading, 2359; Harris-

burg, 2254.

It had been decided to have a three cornered match to determine which was the best of the three high teams in the Keystone league. Harrisburg brought along about 25 rooters to give them courage. Included among these were several members of the fair sex.

During the all-winter tournament of the Keystone league, Harrisburg finished first, with Reading and Philadelphia second and third, respectively.



Cleveland, besides winning the Long Lines Department trophy, shown in the pic-ture, tied for first place in the Ohio Bell Company tournament and finished third in the Buckeye league. Some rolling!

Springfield's Success

ITHIN the last few weeks, the bowling team of Springfield Plant Branch 26 came in the limelight by winning the championship in the Empire League, the cup being formerly held by Denver, and by winning the duck pin tournament in New England. This latter tournament is participated in by a team from each of the five branches, formerly in District 13, the trophy being a small silver cup. When District 13 was broken up, it was decided to continue to allow the two branches of the Association in Connecticut to compete each year for the trophy. This small trophy was inaugurated for the

season 1919-1920 and was won by the Providence team.

In addition to these two honors. the Springfield team has the distinction of having as one of its members Paul S. Maisack, who had. during the season 1921-1922, next highest average of all the players who competed in the five leagues throughout the entire A. T. and T. Company Plant system. average was 187 and a fraction.

The cup seems to be resting comfortably after its long journey from the golden West

and appears to be quite content in its new eastern home. She's gonna stay there if it takes a leg, and several more smashed fingers, which unfortunately the writer of this article got for thinking he knew how to bowl.

On the evening of April 28, Branch 26 tendered a reception and banquet in celebration of winning the five man team seasonal tournament trophy, and also in appreciation of the good work which the local boys have done throughout the bowl-

ing activities they have had a part in.

The banquet was held at the Highland Hotel, and C. C. Quimby, District Plant Superintendent, District 13, was present. And let me say right here, there was no official dignity on this occasion. We were all boys once more, out for a good time, and the big boss proved himself as keen a sportsman and as jolly a good fellow as you would want to see.

There were about 30 at the banquet. F. H. Steele, local Chief Testboard Man, W. E. Mathews, Senior Testboard Man, and Mr. Quimby, delivered addresses both interesting and inspiring.

After the dinner was concluded, all repaired to the Smith bowling alleys, where

special seats were reserved for the ladies. The local team took part in the last bowling tournament of the season. The entries consisted of Springfield, Hartford, New Haven, Providence and Boston, and the home team captured the "tea cup."

The bowling season has proven a great success. It has been greatly enjoyed by the Springfield branch and we know it has been equally enjoyed by all the other branches. We extend our good wishes to everyone who was ac-

Plant Branch 26, Springfield, Mass., champions of the Empire League and winners of the New England Duck Pin Tournament

tive in it, and we commend the method in which the bowling committee so capably conducted it.—W. A. W.

Bill Jones was astounded to see an announcement of his own death in the paper one morning. He called his friend Smith and said, "Say, have you seen the announcement of my death in the paper?"

"Yes," answered Smith. "Where are you speaking from?"—Exchange.

Tickets That Talked

From: New York. To: Atlantic City, N. J. Mrs. —, Magistrate—newly appointed; address not known.

O telephone was listed under that name in the Atlantic City directory. Atlantic City reported unable to find a telephone listed. New York operator then tried the City Hall, but could not find anyone who could furnish any information regarding Mrs.—.

When these reports were given to the New York subscriber he asked the operator if she had read the recent article in a newspaper about Mrs. —— and the statement she had made regarding her intention to kiss the bridegrooms at weddings where she officiated.

With this information the New York operator called an Atlantic City newspaper, reached one of the editors and asked if he could give any information regarding Mrs. — 's whereabouts. The editor very kindly looked up the article and through his organization ascertained that she could be located at Somers Point, N. J., in care of Mayor Blank. This information he passed to the New York operator. Mrs. — was reached and the call completed.

On a call from New York to Groton, N. Y., TC Ithaca, for M. L. Wilson the

report was "NF, have opposition but no connection and no messenger service."

All right, but — here's where the Groton operator helped us make our ticket talk. She volunteered to get Mr. Wilson on her way to lunch. And much to the satisfaction of the calling party, as well as every operator on the 1100 line, in a short time Mr. Wilson reported WH from a Bell telephone and conversation was held.

And a copy of this bulletin has been sent to Groton to show our appreciation.

Shifts in the Line-up

Traffic

D. W. May, formerly Division Chief Clerk at New York, transferred to Philadelphia Division Office as Traffic Supervising Assistant.

Mildred V. Hall, Operator, Brushton, to Night Chief Operator.

A. H. Guyot, Division Traffic Supervisor, Atlanta, to District Traffic Superintendent, Memphis.

Helen H. Churchill, Traffic Clerk, Division Office, Chicago, resigned.

Ruth Borchert, Supervisor, Minneapolis, to District Cashier.

Mary E. Schallenberg, Chicago, transferred to Cleveland as Acting Division Service Observer in place of Genevieve Cook, who has gone to Scotland on a leave of absence on account of ill health.

Maude Johnson, Service Observer, Detroit, transferred to Cleveland Division Office.

S. A. Vail, appointed Evening Traffic Chief at Cleveland.

F. E. Sieben, Cleveland, transferred to the Day Force and assigned to special studies.

D. M. Slyh appointed Assistant Traffic Chief at Cleveland.

J. E. Harrell, District Traffic Superintendent, transferred from Memphis to Detroit.

Phyllis M. Bartholomew, Junior Service Observer, Detroit, to Service Observer.



J. T. Creasey, District Inspector, Kansas City, to General Office, New York.

W. E. Limbocker, Transmission Tester, Kansas City, to District Inspector, Kansas City.

Minneapolis Traffic Branch 45 gave a parcel shower in honor of Mrs. Mary Brock at the home of Dorothy Almquist. She received many beautiful and useful gifts.



Members of Plant District Board 34, which met at New Orleans. Branch 44 entertained them between sessions of the board

Welcome Back, Hortense

T'S so long since I took my pen in hand, As we used to read in the ready letter writer,

That I hardly know what to say.

Of course you know that the New York office

Grew so big that they had to chop it in two. So now we have District A and District

We had 48 army officers, real ones, too, Visit us the other day.

They were from the Signal Corps school at Camp Vail, N. J.

And they all said we have a fine place here. That was no news.

But one officer said he had never seen so much business

Done in any one place in any one day.

They must have liked it here. Because later they sent over

Eighteen "enlisted specialists."

One day a committee of engineers

From the N. E. L. A. and the A. T. and T. Company

Dropped in on us.
And next day Mayor
Hylan's radio committee

Viewed the city from our roof.

Say, did you ever see such a place for visitors?

Neither did we. Every day we have them. All sizes and shapes. All ages. All

But what's the use? You wouldn't believe me

If I told you any more.

And anyhow, it isn't at all strange

That 24 Walker Street

Should be the telephone mecca,

More especially as we now have

The radio towers on the roof

To add to the wonders of

The Tower of Speech.

—Hortense.

Providence Dances

HAT a time we had at the second annual dance given by Traffic Branch 49, Providence! As usual, everyone was there and the Churchill House never entertained a happier company than ours.

Our district traffic superintendent came from Boston. He and Miss Noonan gave us all the latest steps in the terpsichorean art.

At 10:30 p. m. refreshments and cool drinks were served. The remainder of the evening passed all too quickly.—I. F. McD.

N. Y. Commercial Wins

In the recent bowling tournament for five man teams, conducted by the Telephone Society of New York, the first place was won by the team representing the Long Lines Commercial Department. The 12 contesting teams were made up from

various departments of the A. T. and T. Company, the New York Telephone Company, Western Electric Company and the Holmes Electric Company.

The winning Commercial team finished the tournament with ten victories and one defeat.

Gold medals were the reward which the Commercialites received as a reminder of their exploits on the polished maples. Besides finishing first in the team standing, one member of the Commercial team, Thomas Brown, won the high individual score prize with a total of 234.



Our idea was that this cover design applied especially to Traffic. J. J. Dolan, Philadelphia, points out another meaning: "It would be an ideal symbolization of Carelessness, blind, the cause of most of our accidents, who is being guided to the perfect mark of no accidents by Co-operation"

The Harrisburg Long Lines nine defeated the Bell Company of Pennsylvania 1-0 on May 1.

Telephone Society Starts Tennis

SEVEN man tennis teams, representing the A. T. and T. Company, New York Telephone Company, Western Electric Company and Holmes Electric Company, will compete in the intercompany matches to be held this year by the Tele-

phone Society, New York. Team play will consist of three singles and two doubles matches and will take place every Saturday afternoon at 2380 Bedford Avenue, Brooklyn.

Teams will be chosen by the tennis committee at the beginning of the season. Thereafter players heading the list in the ladder matches that each company will conduct will be entitled to challenge team members for places on the A. T. and T. Company employees wishing to compete in the ladder match must register with the tennis committeeman, H. E. Booth, at 195 Broadway.

A Dime's Worth

Honesdale, Pa., is a s m all place and Narrowsburg, N. Y., which is TC Honesdale, is probably smaller.

All right! But—the smaller the place the easier it is to do it. And this is how it was done.

One day last week five sequence calls were received at New York for Narrowsburg, N. Y. The first one tried was talked on, on the first attempt. The other four were reported NF. The New York P.B.X. said never mind. And right here is where old General Resourcefulness steps in. Honesdale was asked how much it would cost to send a messenger and how long it would take. Ten was the answer to both questions—cents and minutes. This in-

formation was given to the New York P.B.X., who agreed to have us send, although she said our offer did smack somewhat of the Hebraic. Anyway, we sent and three talked while the fourth was reported "Not expected today. Find called party in another city."

And here is the result in figures. That

day the principal city sheet read:

Honesdale: Completed, 17; uncompleted, 1; total, 18; per cent. completed, 94.4.

And if those three tickets had not been completed the score would have been: Completed, 14; uncompleted, 4; total, 18; per cent. completed, 77.8.

Of course, as we said in the beginning, Honesdale is a small place and Narrowsburg, N. Y., is probably smaller but a talking ticket to a small place is just as valuable to our office as if it were to a large place. And who knows that many NF's may be made to talk by the use of messenger service with a small charge and a quick messenger.



Elizabeth ("Dick") Mullin Omaha Traffic

SATURDAY afternoons find her on the nearest vacant lot, rigged out as illustrated, and surrounded by real boys. Although her batting average is something like 100 per cent., it is at pitching that Miss Mullin excels, having lost several balls in the clouds.

Besides being a star performer at baseball, Miss Mullin's delivery as a bowler excites the envy of plumper girls who are afraid to run with the ball. She captained the Omaha Traffic bowling team for the past season.

On working days this athletic young lady is a supervisor, and uses her snap and vim in aiming at a 90 per cent.—or better—completed percentage.

For Women Guests

A visitors' office and reception room will be opened on July 7 by the A. T. and T. Company at 195 Broadway, New York City, for the use

of Bell System women from out of town. Miss Mary T. Reuse will have general supervision over these New York head-quarters and visiting women are welcome to consider this room a place where they can write letters, receive mail, secure guides to escort them to telephone exchanges, arrange for transportation, and obtain information and assistance. Visitors need only introduce themselves, and the facilities of the office will be available to them.

District Board 22 Meets in Richmond

THE second quarterly Plant District Board 22 meeting was held in Richmond, Va., April 22 to 24. The delegates assembled in the club room of the Old Colony Club, in the Richmond Hotel, and after the usual greetings done in true Virginia style, the delegates promptly came to order at the sound of the gavel wielded in strict parliamentarian style by President Loeber.

The board invited Chief Testboard Man Young of the Richmond office to address the delegates, which he did in a warm and enthusiastic manner, assuring them that the latch-string on the door of hospitality in Richmond was always on the outside. Division Council Delegates Loeber and Hudson gave the district board members a vivid description of the workings of the division council and also let them in on some of the scintillating sidelights of the General Assembly.

District Plant Superintendent Albrecht, accompanied by Chief Testboard Man Young and Chief Equipment Man Wood were in attendance on the second day and their talks were greatly enjoyed by all present. The new constitution was discussed in a general way by the delegates present, after which they were requested to have their branches go over it carefully and submit any points for discussion to the next district board meeting—July 17—through their respective delegates.

Delegates present were: J. W. Loeber, A. L. Rogers, J. T. Phipps, J. F. Humer, H. L. Hudson, R. F. Ledbetter, C. G.

Anderson, H. T. Cole, L. A. Brown, J. F. Carthy.

Wong Kee, a Chinaman in Greenville, Miss., placed a call to Astoria, Ore., for "John." The Southern Telephone News adds that the call was completed in a short time.

Detroit's Supper

The Detroit folks stayed downtown to supper Monday night, May 1, in the telephone building cafe. The evening girls were awfully sorry they couldn't be there—they had to work—but pretty nearly everybody else was there. Why? To give anyone who had not already met our new traffic superintendent, Mr. Harrell, the very pleasurable opportunity of meeting him then. The long table was quite dressed up with its pink floral effect, and there were so many who came that we had to use some smaller tables to take care of everybody.

We could not possibly have had a nicer time nor a more friendly get-together. Everybody went home pleased.—M. W.

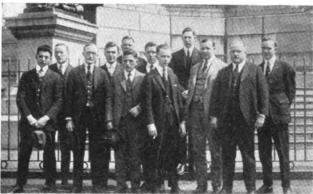
Mr. Thayer Interviewed

An interview with President H. B. Thayer is given in the New York Globe for April 25. It is headed "Making the Grade" and traces his career in the Bell System from the time he started as office boy at \$10 a week up to his present position as chief executive of the System.

He began in the Chicago office of the Western Electric Company in 1881. "When he had been with the company six months," says the article, "he was so discouraged that he was ready to quit and answered an advertisement in a Chicago paper for a bank clerk in Helena, Mont. Fortunately for him, his application never received a reply and at the end of the first year he had risen from the lowliest position in the office to that of office manager.

'When a man comes out of college and gets into a big corporation,' Mr. Thayer is

quoted as saying, 'he may feel lost for a while; he may say to himself that it's useless to try to get ahead, because in all that crowd he can't be seen. But take young fellow of the right stripe and he can't get lost. His department managers will spot him.'



Plant District Board 22 members vouch for the truth of Chief Testboard Man Young's statement, "The latch string in the door of hospitality in Richmond is always on the outside"

Harry J. Edson

ARRY J. EDSON, Testboard Man, New York, who supervised lines to New England points, died May 7, at the home of his sister, Mrs. Thomas Spofford, Burlington, Vt., after a lingering illness.

Mr. Edson's career in the telegraph and telephone business was long and interesting and he was well known throughout the length and breadth of New England. He was born at Plainfield, Vt., on May 23, 1863. Like many other veterans, he started his career as a messenger boy, becoming operator and finally manager for the Western Union Telegraph Company at White River Junction, Vt., in 1895.

He entered the employ of the Long Lines Department September 1, 1899, at Boston,

where he was a testboard man and assistant wire chief. On July 1, 1901, he was transferred to Providence as wire chief, where he remained in charge of that office until December 31, 1904, when he left Providence and went to New York to work in the test room in that city.

While at New York, as supervising testboard man of the New England lines out of New York, his services were of the highest order due to his complete knowledge of New England lines and the country through which they were routed. He retired from active duty on September 12, 1921.

Mr. Edson was married in 1895 to Miss Nellie Dale of Burlington, Vt. His wife died in 1911. He is survived by two sons, Perry D. Edson, in the Long Lines Department at Troy, N. Y., and Ralph A. Edson, employed by the American Woolen Company at Fitchburg, Mass.

Funeral services were held at Burlington, Vt. Interment took place at the Lake View Cemetery, Burlington. The various departments of the A. T. and T. Company were represented at the funeral by W. J. Jennings of the New England Telephone and Telegraph Company, Burlington.

Mr. Edson formerly made his home in the Bedford section of Brooklyn, N. Y., and was popular among a host of friends there, who are grieved at his demise.

A New Version

Considered separately, each letter forming the group "A. T. & T. Co., L. L." has a deep import.

A—calls to mind numberless words. What better describes the employees of the telephone company, though, than the word Ambitious? Are they not always trying to find quicker, more efficient ways of doing their tasks, striving for better results, and, incidentally, working for their own promotion?

T—stands for Trustworthy. Is it not a source of pride to the Company to know

that every one in its organization can be depended upon in all emergencies?

&—is, of course, merely the connecting link between Ambitious, Trustworthy and—

T—which is naturally associated with Thoroughness: Thoroughness in the performance of the monotonous jobs as well as the all-absorbing ones. Thoroughness in details and in what may seem to be trifles. Did not Michael Angelo say, "Trifles make up perfection, but perfection in itself is no trifle"?

C — means Competent; capable of doing the prescribed duties quickly and well, fitted

to handle the assigned task intelligently.

O—suggests Obliging—the familiar, daily role of every member of the Bell System.

L. L.—signifies doubly Loyal; with that loyalty which makes each man and woman in the employ of the Company staunch supporters of its policy, and keeps the army of workers unwaveringly faithful to job and Company.

Combining these admirable traits of many individual employees into one whole, the Company reflects them, as in a mirror, in its relations with the public.—R. G., New York.



Harry J. Edson, Plant, New York, who died May?

That D. B. 24 Banquet

EE Whiz! that district board affair
That they held May first, up there
In Harrisburg, was some swell time,
And I'm agoin' to write a rhyme,
About it.

We had grub and talk and lots of fun, And about everything else 'neath the sun I guess, that makes a fellow feel, That the time we had would not been real Without it.

Branch 74 was the one I'd say,
What did the trick, and held the day,
And if anyone could have enjoyed it more,
Than did District Board Number 24,
I doubt it.

Say fellers! they even had two high-up ginks, What was more useful than the missin' links.

At that affair. Messrs. Wadham and McKay

Was the ones and they came all the way From Philadelphy.

Yep, the division supe talked first-aid, And what he that night to us said, Was a mouthful and believe me folks, It hit me right between the spokes, I'll tell ye.

And the tother guy, the traffic chief, He spoke about what a great relief 'Twould be to him, if we'd keep the plant In tip top shape so the operators can't Always say, "It's busy."

By Gad! the fun then started right,

And the branch musicians was a sight

As they marched out and played and sung;

And the oriental dancers done

Right swell.

Next come recitin' and funny singin', And then dancin', and all kinds o' flingin' Heels in the air; no, I never knew, That that branch up there could do So well.

When I came home that night and dreamed About all these things, it clearly seemed Like I could write them down next day, But when I 'woke, lo! I could neither say Nor tell.—H. C. S., Harrisburg, Pa.

Hawthorne Bound

(Continued from page 39)

It depends a great deal upon the ability of the conductor that pilots the party

through the plant.

"I would suggest that groups of five men each would be a very desirable way to handle the party, and would give the conductor a chance to become more intimate with the tourists and also enable him to answer all questions in a more complete manner.

"I would use a kodak of sufficient size to enable me to secure pictures which would portray more vividly the magnitude of the immense plant which I have in mind as

being located at Hawthorne, Ill.

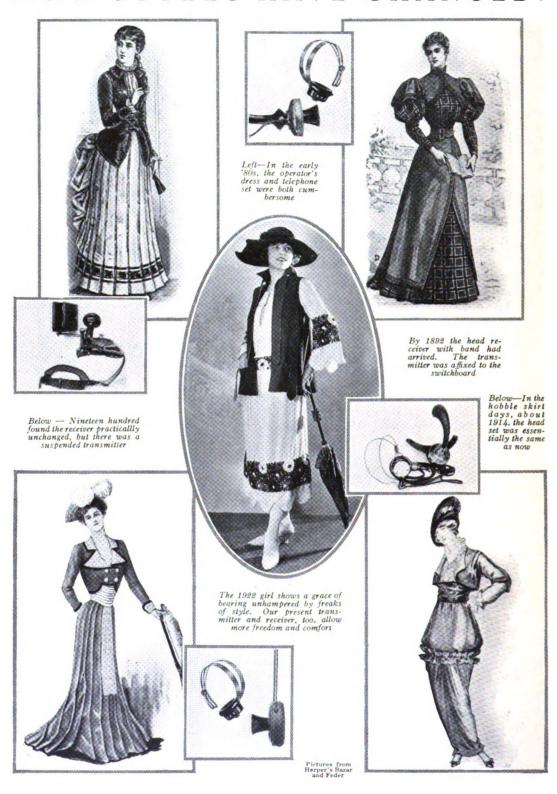
"I would use a suitable notebook, jotting down pertinent and outstanding features of the buildings, manner of handling the machinery and other appurtenances, physiological study of the employees, gather a bit of shop-talk to intersperse through the lecture so those back home would be able to live in the same Hawthorne atmosphere and feel as though they were taking a

kaleidoscopic I would tour. work up my notes each day, collaborating the results of each day's tour, dovetailing each day's observations into a running story, committing the general scheme of the tour in its chronological order to memory and then do my best to deliver it as a travelogue or Cook's tour."



Members of Plant Branch 135, Key West, had better luck fishing than we usually do. They chartered the good ship "Casa Marina" on April 30, fished in the morning and in the afternoon went swimming and visited the U. S. Weather Bureau and lighthouse at Sand Key

HOW STYLES HAVE CHANGED!



LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

F. A. STEVENSON Director

COMMERCIAL DEPARTMENT

A. W. DRAKE General Commercial Manager

General Commercial Representative

E. T. WRIGHT Commercial Engineer

E. BRLL Division Commercial Supt., Chicago

Commercial Representative, Boston

H. Homer Commercial Representative, Philadelphia

C. H. GORIN Commercial Representative, Atlanta

W. L. Dusenberry Commercial Representative, Cleveland

PLANT DEPARTMENT

T. G. MILLER General Plant Manager W. D. STAPLES
(Special Assignment) L. N. STOSKOPF Service Supervisor S. C. INGALLS Supervisor L. S. Crossy

Supervisor of Instruction F. CRAIG Plant Accountant C.

L. R. JENNEY Division Plant Supt., New York

J. L. McKAY Division Plant Supt., Philadelphia T. N. LACY Division Plant Supt., Atlanta SYDNEY HOGERTON Division Plant Supt., Chicago

G. H. QUERMANN Division Plant Supt., St. Louis

ACCOUNTING DEPARTMENT C. MORSACE, Auditor

FINANCIAL DEPARTMENT

F. POWELL Assistant Treasurer

EMPLOYEES BENEFIT COMMITTEE

M. R. KOBHLER

TRAFFIC DEPARTMENT

J. L. R. VAN METER General Traffic Manager E. A. GRAY
Assistant General Traffic Manager Assistant General Traffic Manage C. H. HADLOCK General Traffic Supervisor HERMANN THOMAS General Employment Supervisor H. M. DAYTON General Methods Supervisor J. S. BRIDGER
Division Traffic Supt., New York J. P. WADHAM
Division Traffic Supt., Philadelphia J. J. MORIARTY Division Traffic Supt., Atlanta B. C. Bellows
Division Traffic Supt., Chicago W. A. BRENNER Division Traffic Supt., St. Louis FREDERICK UHL
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D. H. FRAPWELL Division Attorney, New York

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D. F. HALL Division Attorney, Chicago

P. B. BEHR Division Attorney, St. Louis

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A. E. HOLCOMB Tax Attorney

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F. D. RICHARDSON Engineer of Inside Plant

E. C. BOWMAN Engineer of Transmission

H. S. PERCIVAL Engineer of Outside Plant

R. N. NICELY Telegraph Engineering

R. L. WERDEN
Special Cable and Cost Studies

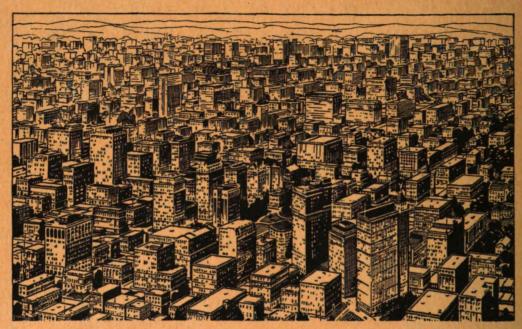
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Only one-fifth of the buildings owned by the Bell System are shown in this picture

A Telephone City

BOVE is an imaginary city, made by grouping together one-fifth of the buildings owned by the Bell System, and used in telephone service. Picture to yourself a city five times as great and you will have an idea of the amount of real estate owned by the Bell System throughout the country.

If all these buildings were grouped together, they would make a business community with 400 more buildings than the total number of office buildings in New York City, as classified by the Department of Taxes and Assessments.

Next to its investment in modern telephone equipment, the largest investment of the Bell System is in its 1,600 modern buildings, with a value of \$144,000,000. Ranging in size from twenty-seven stories down to one-story, they are used principally as executive offices, central offices, storehouses and garages. The modern construction of most of the buildings is indicated by the fact that the investment in buildings is now over three times what it was ten years ago.

Every building owned by the Bell System must be so constructed and so situated as to serve with efficiency the telephone public in each locality, and to be a sound investment for future requirements.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service



"He's Just Going to Keep On"

THE artist, the printer and the scribe looked worried, for the Consultation on a Cover Picture had been raging for an hour or more and as yet nothing like a puncture-proof idea had made its appearance.

"I still think," ventured the scribe, "it ought to picture the gang putting the new kid to the test in some way—making him show how loud he can yell or something."

(Withering look from artist). "How in thunder are you going to show a kid hollering and make it mean anything?"

"Well, then," urged the printer, "why not some variation of the good old birthday party? Show him getting all dolled up for the celebration. Something like this. (Business of dashing off one more rough, quite rough, sketch).

"But he's not going to any party," the scribe insisted. "There's nothing special to celebrate. He's just going to keep on keeping on."

"Ah-h-h," breathed the artist with a sigh of relief. "I think somebody has said something without knowing it. He's got to keep right on plugging, mustn't he? All right; gimme a fresh sheet of paper. Now——"

And so, while the other two held their breath, he produced the idea that kept the jury from being locked up for the night.



"If you believe it," says Crosby, "you might call this 'The first year is always the hardest'"

ONG INES

Jiv M

Entering the Second Lap

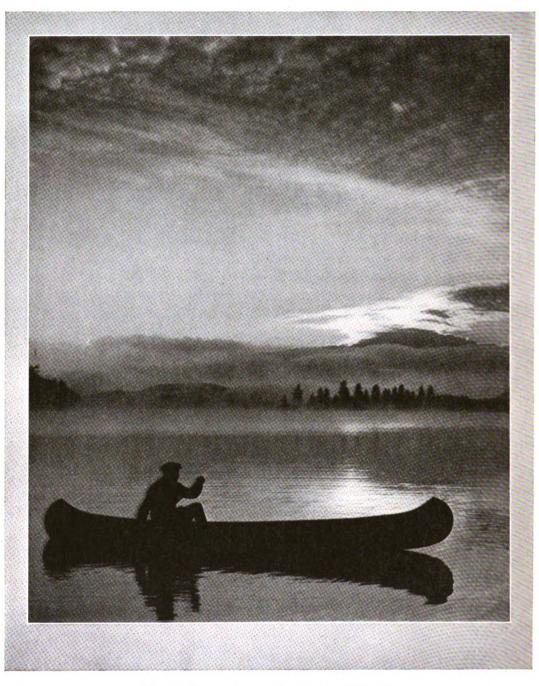
HIS issue of Long Lines starts its second year. If it has maintained the standards of the Long Lines Department, if it has been helpful in increasing the knowledge of the work of the Department, if it has improved the relations within the Department, with the other associated companies and with the public we serve, if it has given us a clearer picture of our place in the Bell System, if it has become a welcomed and looked-for visitor to the 10,000 people who receive it monthly—then Long Lines can count its first year a success.

Its problems for the coming year are the same as each one of us in the Department, irrespective of position or locality: bettering each detail, raising our standards, improving our "service" in all that the word implies in its broadest sense, and making sure that in every phase of the work we are each of us giving full measure of value to the Department and through it to the public.

As one of the best mediums to carry throughout the Department the results of our individual as well as our departmental efforts, I believe that *Long Lines* has attained the objectives desired for its first year and that the continuance of its general policies will add further strength to the Department.

-F. A. STEVENSON.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. I T. T. COOK, EDITOR JULY, 1922



"Softly the evening came. The sun from the western horizon

Like a magician extended his golden wand o'er the landscape;

Twinkling vapors arose; and sky and water and forest

Seemed all on fire at the touch, and melted and mingled together."—Longfellow

W H A T DO YOU KNOW?

1. How many employees are there in the Long Lines Department?

December, 1921, p. 22

2. What is the greatest depth the Havana-Key West cable attains?

July, 1921, p. 5

- 3. What kinds of business employ sequence calls most? November, 1921, p. 14
- 4. How does the Long Lines territory differ from that of a local company?

April, 1922, p. 3

5. When did Bell System engineers first send wireless speech over the ocean?

October, 1921, p. 22

- 6. How may inductive interference be eliminated? October, 1921, p. 21
 - 7. Who or what is Big Lizzie?

December, 1921, p. 18

8. Why don't telephone and telegraph messages traveling over the telegraph carrier current system get mixed up?

March, 1922, p. 8

9. To what point did the office of the District Plant Superintendent, District 22, formerly in Baltimore, move?

July, 1921, p. 29

- 10. What are the chief defects of radio?

 October, 1921, p. 26
- 11. Why are experiments being made with concrete poles?

 March, 1922, p. 25
- 12. By what principle does the type bar printer operate?

 August, 1921, p. 15
- 13. How fast does G. J. Koelle, Philadelphia, claim his sport model flivver can move?

 September, 1921, p. 32

UNDOUBTEDLY Mr. Edison has a definite purpose behind his questionnaires. Human life may be saved some day by the correct solution of the question as to how long it will be before a bug will have four great grandchildren.

Granting this, there are questions of equal importance that the inventor has omitted. Many of them have been answered in Long Lines during the past year. Some, taken at random, are given below, with information as to where the answers may be found. What standing would you get on this examination?

- 14. Where is the first Long Lines broadcasting station?

 March, 1922, p. 6
- 15. Where are the first two radio telephone stations available for public use?

 October, 1921, p. 23
- 16. How far did sound carry through the loud speaker at the Yama Farms demonstration last summer?

 August, 1921, p. 20
- 17. How many cables and conductors are there in the submarine between Key West and Havana?

 July, 1921, p. 5
- 18. How many people attended the Chicago Association picnic last year and where was it held?

 October, 1921, p. 16
- 19. What, why and where is the Chatterbox? October, 1921, p. 30
- 20. Why are stencils used in the pay roll department?

 December, 1921, p. 22
- 21. When was the Jacksonville-Key West line finished? June, 1922, p. 35
- 22. What was the Bell System's contribution to the memory of the Unknown Hero?

 December, 1921, p. 31
- 23. How does the Long Lines perform functions outside its own directly operated offices?

 April, 1922, p. 4
- 24. What part did the Long Lines Department play in the Dempsey-Carpentier fight?

 August, 1921, p. 32
- 25. How long is the Jacksonville-Key West line?

 June, 1922, p. 35

- 26. Where are service record cards kept?

 December, 1921, p. 22
- 27. Where is the office of the Secretary of the Association's General Assembly?

October, 1921, p. 30

- 28. What is the official name of the type bar printer?

 August, 1921, p. 15
- 29. How many classes of concrete poles are there in the Chicago-Minneapolis line?

 March, 1922, p. 25
- 30. What comprises the Long Lines wholesale business? November, 1921, p. 14
- 31. Who won the Philadelphia-New York basketball series this spring?

May, 1922, p. 40

32. How much did A. S. Campbell pay a day for board at the old Adams House in New Haven 35 years ago?

February, 1922, p. 4

- 33. What was the Philadelphia bird cage? February, 1922, p. 17
 - 34. Who wrote "Circuits of Victory"?

 November, 1921, p. 42
- 35. How does the plant investment of the Long Lines compare with that of the other associated companies?

April, 1922, p. 4

36. What was the largest audience ever to hear one man's voice?

December, 1921, p. 31

37. Who is F. L. Devereux?

January, 1922, p. 39

- 38. What preserving treatment has been proved best for the butts of chestnut poles?

 April, 1922, p. 20
- 39. What shortcomings of ship-to-shore telephony were brought out by Mr. Thayer's talk with the "America"?

April, 1922, p. 30

- 40. What departments are there in the Long Lines and to whom do their heads report?

 April, 1922, p. 3
- 41. Who ate the most clams at the Providence and Boston clam bake last September?

 November, 1921, p. 30
- 42. How did artillery come to destroy communication between Baltimore and Philadelphia?

 November, 1921, p. 11
 - 43. What is our longest aerial cable?

 September, 1921, p. 18

44. Has combined wire and wireless communication been used successfully?

October, 1921, p. 24

- 45. How does an earth borer work?

 December, 1921, p. 19
- 46. What cities does the telegraph carrier current system connect?

March, 1922, p. 7

- 47. How far have radio messages been heard?

 April, 1922, p. 31
 - 48. How hot does it get in Key West?

 September, 1921, p. 14
- 49. How many Long Lines poles went down in the New England sleet storm last December?

 January, 1922, p. 23
- 50. What would you use berberris thunbergi for and how does it respond to good treatment? March, 1922, p. 29
- 51. What are two or three of the best uses for radio telegraphy? October, 1921, p. 24
- 52. Can an Associated company use Long Lines plant or vice versa?

A pril, 1922, p. 3

- 53. Describe a portable creosoting plant.

 April, 1922, p. 21
- 54. How are official telegrams transmitted?

 January, 1922, p. 5
- 55. Where will the Telephone Pioneers of America hold their convention this year?

 April, 1922, p. 44
- 56. Where were concrete poles tried out last winter?

 March, 1932, p. 24
- 57. Who was the 1921 women's tennis champion in the A. T. and T. Company, New York?

 December, 1921, p. 44
 - 58. What are sequence calls?

November, 1921, p. 14

59. What is the yearly capacity of our portable creosoting plant?

April, 1922, p. 34

- 60. How high above the street are the aerials of the first Long Lines broadcasting station?

 May, 1932, p. 6
- 61. When did work on the Jacksonville-Key West line begin? June, 1922, p. 34
- 62. How many times are the energies of telephone waves increased by amplifying apparatus for commercial service on the Havana cables?

 July, 1921, p. 5



63. How many repeater stations are there on the Harrisburg-Pittsburgh cable?

September, 1921, p. 18

64. What is inductive interference?

October, 1921, p. 20

- 65. How will the Long Lines broadcasting station in New York be operated commercially? March, 1922, p. 6
- 66. What did Terre Haute give Chief Testboard Man McQuinn on the occasion of his 18th service anniversary?

April, 1922, p. 41

67. Why was radio used between Catalina and the mainland instead of a cable?

October, 1921, p. 23

- 68. What is an earth borer's daily performance?

 December, 1921, p. 19
- 69. What is the advantage of the telegraph carrier current system?

March, 1922, p. 8

- 70. How did passengers escape from a stalled elevator after the General Plant party last November? January, 1922, p. 47
- 71. Will greater secrecy for radio messages be insured eventually?

October, 1921, p. 26

- 72. Where were the Armistice Day audiences stationed? December, 1921, p. 31
- 73. How was the problem of transporting poles to a portable creosoting plant solved?

 April, 1922, p. 20
- 74. Between what cities did Bell System engineers first send wireless speech over the ocean?

 October, 1921, p. 22
- 75. How is the problem of inductive interference being met? October, 1921, p. 21

- 76. What are the principal industries at Key West? September, 1921, p. 15
- 77. How many sequence calls are handled at New York in an average day?

November, 1921, p. 14

78. Between what cities was the first printer service established?

January, 1922, p. 5

- 79. How far from shore was the "America" when President Thayer spoke with Captain Ring?

 April, 1922, p. 30
- 80. What is the place of the Long Lines Department in the Bell System?

April, 1922, p. 3

- 81. How far do the Havana-Key West cables travel under water? July, 1921, p. 4
- 82. Who was the white rooster at the Cheer Up Club bazaar? January, 1922, p. 39
- 83. Has radio-long distance wire communication been successfully tried between the Atlantic and the Pacific Oceans?

October, 1921, p. 24

- 84. What does the carrier current telegraph system do?

 March, 1922, p. 7
- 85. How does the Long Lines acquire its rights, obligations and limitations?

April, 1922, p. 3

- 86. What is the total weight of the Havana-Key West cables? July, 1921, p. 5
- 87. How far is the Walker Street broadcasting station intended to be heard?

March, 1922, p. 6

- 88. What is the size of the Harrisburg-Pittsburgh cable? September, 1921, p. 19
- 89. How many miles of wire are there in the Long Lines?

 April, 1922, p. 4

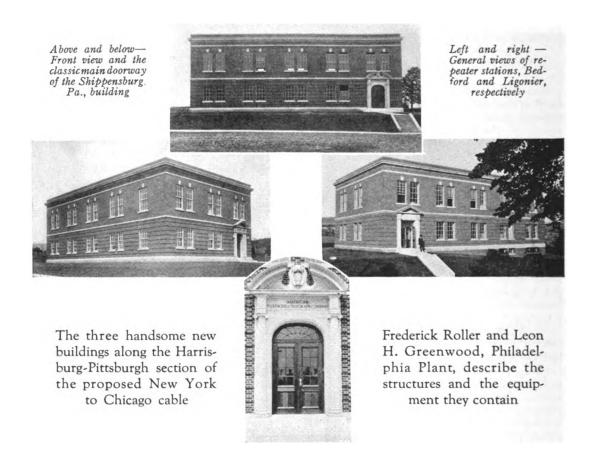
Query 3,652,901: How Can You Please All?

HAT, we asked a bunch of Long Lines people, would you like to see in the magazine that isn't there now? "More light stuff," was the reply. "Fine," we thought.

Then we want agrees the hell and at the and of a second feeble talk about

Then we went across the hall and, at the end of a second feeble talk about Long Lines, sprang that same inquiry on another large group. "Well, since you ask us," said the spokesman, "let's not try to have a funny magazine; what we'd like is more good, solid, informative articles."

So there you are. We have an audience of varied tastes. The best that mortal man can do is try to print *something* that may please everybody. Well, nearly everybody.



OUR NEW REPEATER STATIONS

F the many wonderful developments in the art of long distance telephony made possible by the telephone repeater not the least is the use of small gauge cable for long toll circuits. Thus today we are talking from New York to Pittsburgh, a distance of about 400 miles, using 19 A. W. gauge wires, less than 1/2 inch in diameter, and later on with the extension of our toll cable to Chicago it will be possible to use these small wires for New York-Chicago circuits. Circuits of this kind require not only one, but many telephone repeaters in order to overcome the high transmission losses introduced by such small size conductors. The repeaters should be spaced at regular intervals, usually about fifty or one hundred miles apart and as one cable contains a large number of these circuits it is necessary to establish complete repeater and testing stations for the purpose of housing and maintaining the repeaters and other equipment at the repeater points.

The last section of cable to be completed between New York and Pittsburgh is that between Harrisburg and Pittsburgh and for this section three complete new repeater stations were built at Shippensburg, Bedford and Ligonier, Pa. Being the latest of our repeater stations to be constructed, they naturally embody many interesting features in building and equipment.

These repeater stations are all the same size, each one being approximately 81 feet long by 50 feet deep and containing two floors and basement. However, on account of the shape or position of the lot and the natural grades in each case, it was

desirable to use a different floor plan layout for all these stations. The design of the structures is such that a third floor may be added or the depth of the building increased, and the area of the lot is sufficient in each case to permit increasing the size of the building to meet the requirements of plant growth for many years in the future. Increase in the size of the building may be required when an additional cable is installed as it is expected that the present buildings will accommodate only sufficient equipment for the existing cable.

Fireproof construction has been used throughout. The columns and framework are of steel, and the floors are hollow tile and concrete. The exterior walls are of brick with Bedford-Indiana limestone trim. All windows are of wire glass with metal frames and sash. The doors and door frames are metal with the exception of the front entrance and vestibule which are oak. On the first floor are the power room, battery room, lunch room, rest room, storeroom and main entrance hall. The second floor is one large room where the test-boards, telephone repeaters, telegraph repeaters and associated equipment are installed. The basement contains a heating plant, coal storage room and storeroom.

Special attention has been given to

providing for the comfort of employees. The rest rooms are equipped with mission type furniture, including tables, arm chairs, rockers and bookcases, lunch rooms have either electric or gas stoves, refrigerators, sinks with drain-boards, and white enamel metal cabinets. Even shower baths are provided.

Since it was necessary to place some of the cable circuits between Harrisburg and Pittsburgh in service as early as possible and as this could be more easily done by using the 16-gauge conductors with two-wire repeaters at Bedford, work on that station was started first in order to permit the installation of that equipment ahead of other equipment. Building work commenced on June 8, 1920 and was completed April 1, 1921. The work on the Shippensburg and Ligonier stations was started on August 9, 1920 and October 25, 1920 respectively and was completed in April and June of the following year.

The building at Bedford is located in the residential section of the town. At the time the building site was being sought many of the residents did not look with favor on our Company placing a building in this section as they evidently thought it would be of a factory type. However, this feeling was quickly overcome after the work was started and the detailed plans

Some of the men in charge of the "works" at the new stations
In the picture below we have the Ligonier force, left to right—P. J. Snelson, M. Crocker, T. Fitch, F. D. Brown and W. Frankland



At the left part of the Bedford force, front row —W. R. McMullin, C. O. Smuck, C. Smith; back row, W. Dean and F. G. Parker Below, of the Shippensburg men, are—R. F. Maclay, M. J. Nyssong H. C. Rupp, A. B. Russell and G. H. Shaffer





"Mr. Bell told me to deliver the package to Thomas Watson and be sure that nobody looked at it or monkeyed with it."

THE BRATTLE STREET ROUTE

OHN E. BELCHER, of New Haven, Connecticut—"Copper Wire John" of pioneering fame—dropped into Long Lines' office and told us a number of delightful incidents of the telephone's early days. Smilingly he said, for instance, "Not many people know it, but I had a hand in the making of Bell's first telephone."

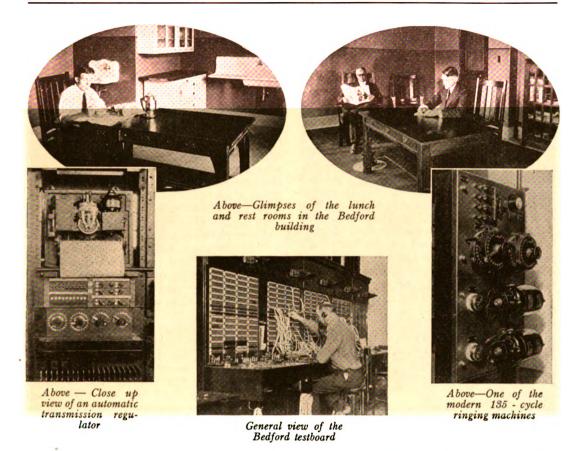
And then he told us about it. When he finished we asked if he would mind telling the whole thing over again—with a stenographer sitting at his elbow. "No indeed," he replied. "If I had a stenographer handy I'd often talk off things like this for you folks."

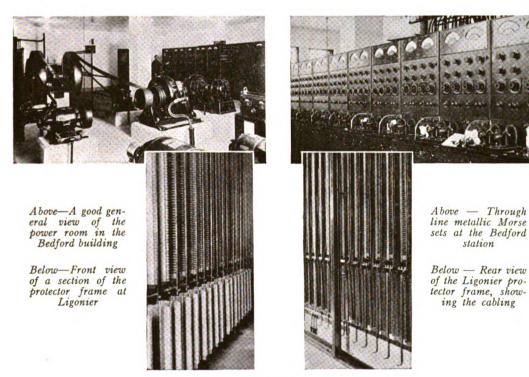
So Mr. Belcher talked it off, the shorthand expert made her little scratchy marks, and the story follows.

If you are a telephone pioneer and care to look in your Pioneer's Annual Report, you will find the name of John E. Belcher, 1880. Under my name you will find Alexander Graham Bell, 1876. Further down you will find Thomas Watson, 1876. As I jokingly tell my friends, I have a lap on both of these celebrities.

In 1876, I was a messenger for Sawin's Express, Cambridge, Mass., and I had what was called the "Brattle Street Route." This route had many notable people living on it, such as Phillips Brooks, the great preacher; Henry W. Longfellow, the poet; Ernest Longfellow, the painter; Gardiner Hubbard; Professor Bell; C. F. Choate, the great criminal lawyer; Professor Lowell, the poet; and many others, too numerous to mention.

I was only a youth in those days, and I felt a touch of self-importance at the privilege of being in personal touch with these men. Many's the time I delivered a box of cigars to Mr. Longfellow, for instance, and it will always be pleasant to remember how he looked and acted as he took them from my hands.





- | 13] -

one for transmission in the eastwardly direction, and the other for transmission in the opposite direction. A repeater of the four-wire type which is used in these circuits consists of two one-way repeaters, each one of which transmits and amplifies in only one direction.

All the repeaters are of the relay rack type, mounted on standard relay rack bays. Each repeater was assembled as a unit at the factory and shipped completely wired. All of the units in one bay are wired by a local form to jacks in the bay and to terminal strips at the top of the bay. The external cabling is terminated on this terminal strip. The repeater jack circuits are mounted in a panel on the relay rack bays instead of in secondary or intermediate testboards which was the practice formerly followed. This arrangement facilitates testing and patching of repeaters and effects a considerable saving in cabling. One relay rack bay will accommodate a total of five two-wire repeaters with associated jacks, or five four-wire repeaters of the regulating type, or six four-wire repeaters of the non-regulating type.

Special precautions were taken in the case of four-wire circuits to obtain separation between the input and output circuits of the repeaters. This was accomplished by using separate lead covered cables for the input and output circuits and by metal taping the cable forms where it was not possible to retain the cable sheath. This arrangement also effected a separation between the east and westbound pairs of all the four-wire circuits.

To compensate for changes in transmission in the pairs assigned to the four-wire circuits between Harrisburg and Pittsburgh due to changes in resistance caused by changes in temperature, there is installed at Bedford a transmission regulating circuit which automatically changes the gain of the four-wire repeaters at that point so that the transmission equivalent is maintained constant within one-half mile limits. This circuit consists of a self-adjusting Wheatstone bridge connected to a spare pair in the cable known as the pilot pair and to potentiometer relays in each repeater.

All of the two-wire repeaters are designed for relayed ringing and the four-wire repeaters for amplified ringing. Each repeater has two No. 150 type relays. These relays are wired through jacks in a modified No. 4 type testboard which permits testing and patching of relays without interrupting service on the repeaters.

The "A" and "B" battery taps for the repeaters are wired through a battery supply panel and the taps are equipped with keys and a cordless meter for reading the various currents and voltages. Alarm circuits are provided to indicate when a repeater bulb fails.

In addition to the testing circuits provided with the No. 4 type testboards, there is installed at each station a precision gain measuring set and impedance bridge and variable frequency oscillator.

The cable is used for telegraph service as well as telephone service. The telegraph circuits through the cable are all operated on a metallic circuit basis, using metallic telegraph repeaters at intervals of approximately 100 miles. These repeaters are of two types, one being designed for through repeating on cable circuits and is direct point repeating, and the other designed as a terminal repeater and can be used for repeating from grounded to metallic telegraph circuits. These repeaters operate on a line current of about 5 mil-amperes using a reversal of 30 volts for transmitting signals. With telegraph circuits of this type, interference to telephone circuits and between telegraph circuits in the cable is not appreciable.

At the present time metallic telegraph repeaters are installed at Shippensburg and Bedford and only spare pairs in the cable are used for telegraph service. Later on as more of these pairs are required for telephone service, it will be necessary to install metallic composite sets on the telephone circuits to provide the necessary facilities for the telegraph circuits.

The initial telephone circuits set up through the Harrisburg-Pittsburgh cable were over the 16 gauge conductors and were operated as two-wire circuits with repeaters at Bedford. Some of these were connected to four-wire circuits between New York and Harrisburg, thus connecting New York with Pittsburgh by cable for the entire distance. A total of 11 circuits was turned over to the Traffic Department for service on September 13, 1921. The first four-wire telephone circuits and the first telegraph circuits through the Harris-

burg-Pittsburgh cable were available for service February 15, 1922.

The Shippensburg station is in District 24 and Bedford and Ligonier are in District 23. The following are the employees at each point:

SHIPPENS-BURG, PA.—H.
C. Rupp, Chief Testboard Man, in charge; M. J.
Nyssong, Telephone Repeater Attendant; A.
B. Russell, Telephone Repeater Attendant, W.
R. Kennedy, Equipment At-

Equipment Attendant; G. H. Shaffer, Equipment Attendant; F. A. Schildknecht, Equipment Attendant; R. F. Maclay, Janitor.

BEDFORD, PA.—W. R. McMullin, Chief Testboard Man, in charge; C. O. Smuck, Testboard Man; G. F. Cella, Testboard Man; F. G. Parker, Equipment Attendant; F. P. Hughes, Equipment Attendant; S. G. Sharit, Equipment Attendant; W. Dean, Equipment Attendant; W. S. Summers, Equipment Attendant; Chester Smith, Janitor.

LIGONIER, PA.—P. J. Snelson, Chief Test-board Man, in charge; F. D. Brown, Equipment Attendant; W. Frankland, Equipment Attendant; M. Crocker, Equipment Attendant; J. Fitch, Janitor.





At the top—Front and rear views of the two-wire repeaters

Oval—A general look at the repeaters in the Bedford terminal room; four-wire repeaters at right, two-wire at left

Insert in oval—Close up of a four-wire repeater unit

At bottom-A two-wire repeater unit

New Unity

(Continued from page 6)

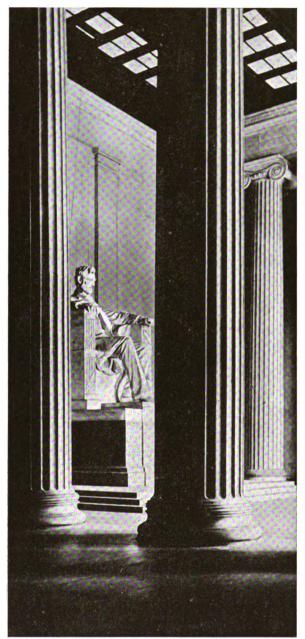
voice to Hawthorne had been made by the employees in that place. He congratulated them on the fact that they had contributedsomuch to the life of the nation and ended with a tribute to the spirit of Western Electric Company people everywhere.

He was preceded by President DuBois, who remarked that the demonstration typified the growing co-

operation of mankind. Achievements of Hawthorne workers will live longafter them, headded, and they have just cause to be proud.

Dr. F. B. Jewett, Vice-President of the Western Electric Company, brought out the close team work by Bell System employees which was necessary to make the present occasion a success. He said:

"Leaving 195 Broadway it (the speech current) goes first through Cortlandt central office to the long distance office through cables under the streets. Then by more cables under streets and rivers to the open wires far out in Jersey. Across New Jersey, Pennsylvania, Ohio, Indiana and Illinois the path is through a succession of cities and towns and farms.



Daniel Chester French's statue of Lincoln in the memorial

"AND when he fell in whirlwind, he went down, As when a lordly cedar, green with boughs Goes down with a great shout upon the hills, And leaves a lonesome place against the sky."

From Edward Markham's poem, "Lincoln, the Man of the People."

IN MEMORY OF LINCOLN

Bell Loud Speaker Enables Crowd at Dedication of Memorial to Hear Addresses by Harding, Taft and Other Notables

HE installation of the Bell loud speaker used in connection with the dedication of the new Lincoln Memorial in Washington may be looked upon as ranking in importance with the installation for President Harding's inaugural address and for Armistice Day. Although the audience did not reach the records set by the two earlier events the number of persons present was so great that no speaker unaided could have been heard by more than a small fraction of them. The loud speaker again demonstrated its capabilities by satisfactorily projecting all of a widely varied program.

The use of the loud speaker on this occasion proved interesting from another point of view, as it demonstrated how quickly the residents of a city will come to place implicit confidence in it. Had the dedication occurred in any other city, it is likely that the assembling crowds would have arranged themselves differently than occurred in Washington.

There the early arrivals, realizing that they could hear perfectly for at least a quarter of a mile from the Memorial, chose comfortable and shady seats under the more or less distant groves of trees. It was only after these more desirable locations were all occupied that the audience began to collect in any considerable numbers about the base of the Memorial.

The installation of the loud speaker equipment in the Memorial building presented several new and difficult problems. Thus it was found necessary to install the auxiliary storage battery equipment, with the amplifier and motor generator, in a narrow and unventilated space between the double walls of the edifice. This necessitated the installation of a special ventilating fan with an outlet at the roof of the building. It was also necessary to construct an elaborate scaffolding to support the projectors in such a manner as not to deface the appearance of the building.

No attempt was made to conceal the projectors, but they were carefully painted to match the marble surface of the Memorial and it will probably be agreed, even by the most esthetically inclined, that the ribbed sides of the projectors blended harmoniously with the structural lines of the building.

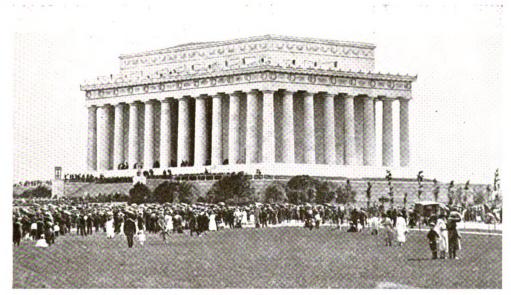
Eighteen projectors were used, several of them being 15 feet in length. The whole battery was carefully orientated to cover the eastern portion of the open space about the Memorial. So skilfully were they placed that even those who were located directly

under the eaves of the Memorial and yet out of earshot of the speakers had no trouble in hearing.

The dedication ceremony was very simple, most befitting the memory of the great statesman in whose honor the Memorial has been erected. In brief addresses which were broadcasted to the large audiences at Washington by the loud speaker and which have since been broadcasted throughout the entire country by the newspapers, Chief Justice Taft presented the Memorial in the name of the committee responsible for its erection and President Harding accepted it in the name of the American people.

This is not the place to attempt a description of the unique work of art which the Memorial constitutes, but the photographs here reproduced convey at least some idea of the beauties of the great monument.

Included in the gathering were the President and the Vice-president; Robert T. Lincoln, son of the Great Commoner; members of the Supreme Court; foreign ambassadors and their staffs; diplomatic corps members; congressmen from both houses. Veterans of the Spanish and World Wars—among the latter many who were wounded and under the care of nurses—had seats of honor. Interest centered upon the little group of survivors—in blue and in gray—of the storm through which Lincoln brought the country safely.



A view of the memorial during the dedication ceremonies

CARTOONS DO HELP

By Ruby G. Hodges, Louisville Traffic

HE florist advertises his business with the slogan, "Say it with flowers," Irving Berlin composed the song, "Say it with music," and we folks at Louisville advertise our per cent. completed with, "Say it with cartoons."

Don't squirm up your nose and say in your most disgusted manner, "Per cent. completed! Couldn't she think of something more interesting and full of pep than that to write about?"

Listen, all ye brothers and sisters of the telephone family, I am going to tell you how much fun and enjoyment, not to say anything of the business end, we derive from the game we are playing here at Louisville, Ky. which is called "Say it with cartoons."

Of course, a good many of you will remember that way back in the dark ages we didn't know as much about per cent.

completed as we do now. That was before we woke up to the fact that it was as much to our benefit as the Company's to complete as many calls as possible.

Nearly all the offices in the organization have their trials and tribulations along per cent. completed lines, and one of the greatest is keeping the employees fully posted from day to day. Of course you can post this information in the operating room, or some other suitable place, but the point is-DO THEY READ AND TAKE AN INTEREST IN IT?

For quite a while we used a large blackboard

at the end of our operating room for this purpose, posting the per cent. completed for each circuit group and position, as well as the daily figure, but after a short time, no one paid any attention to it, so it was up to us to start something else. One day while I was reading a cartoon in the daily paper, a thought popped into my head: "Why not say it with cartoons?" Nearly everybody likes cartoons, so I suggested this to our traffic superintendent. He thought the idea a good one and told me to go ahead.

Well, the first one was a cartoon of a tree with a ladder on either side, the rounds of which represented a per cent. completed for a day, starting rather low and ending with an apple hanging on the tree which represented our goal for the month.

No doubt you are wondering about the additional ladder. In our division we are rated with Memphis, Tenn., and as there has always been a rivalry between Louisville and Memphis, we made the extra ladder for them. I then made two little men all dressed up in tickets and placed one on either side of the ladder, covered

the blank spaces with boosts for Louisville and jeers for Memphis, and posted it in a conspicuous place in the operating room.

Talk about fun. We sure did have it, helping Louisville up the ladder and watching Memphis run us a close second. To keep the contest closer we would send cartoons to Memphis containing good natured jokes about their per cent. completed and boosts for Louisville. remember once it was a picture of the map of the United States, minus Memphis, Tenn., but after a closer inspection you would discover Memphis out in the ocean with



One example of the cartoons picturing the good-humored per cent, completed rivalry between Louisville and Memphis

a fish fast making away with 'er.

We labeled this "Topics of the Day— Memphis, Tenn., Blown Off the Map by a Severe Storm from Louisville, Ky." Again, it was a flower pot with two flowers growing

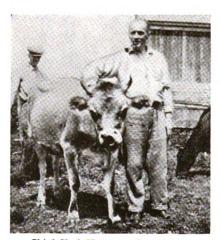
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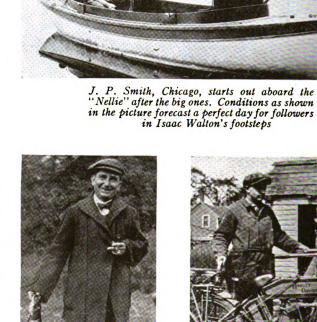
OFF DUTY DAYS

"HOW about some pictures showing what our people do on their play days, their days off the job?" This was the suggestion. It sounded interesting. We at once got in touch with our scouts all over the field. They came through with almost half a bushel of snapshots and we here present the best of them for your inspection.





Chief Clerk Hammett, Providence, goes back to the farm when he has a day to spare



L. W. Germain, Chi-cago, thinks he has started the season right by landing this one



NELLIE

Up in Springfield, Mass., they call M. E. Davis "Motorcycle Pete" for obvious reasons



R. E. Jones drives off at the Tomah Country Club. "I made the fifth in—" you can finish it yourself

T. F. Shea, Pittsburgh, finds it pleasant strolling along the Allegheny by our Philadelphia-Chicago line crossing





T. E. Kiser doesn't even remove his collar or straw hat to pick off the migs at Key West, where he is champion marble shooter



Puritas Springs is the goal of many hikes taken by the Cleveland Traffic girls who are partial to this form of exercise. A good place for a few minutes' rest along the way always helps

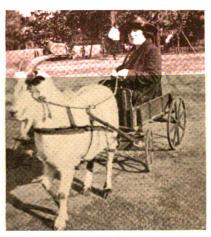


Section Lineman Jim Dugan usually shows up at the Brushton test station on a holiday

Getting Sunburned



We hope H. C. Marsh, Lynchburg, hasn't found a broken string certainly looks doubtful



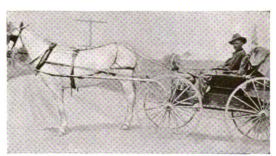
Miss Annie Hooker, Denmark, S. C., tries out Billy's paces before the Derby



What are the wild waves saying to the Misses Velma Woodward and Rachel Le Croy, Denmark, S. C.?



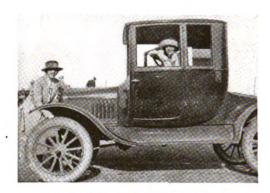
With a car like this, W. H. Booth, of Lynchburg, ought to have no trouble at all in finding plenty to occupy his spare hours



Benny Leonard, Pittsburgh, packs his camp outfit, hoists the flag and is all set for a journey of any length



These General Traffic girls, New York, put in their odd time rambling along the Palisades, above the Hudson



And the Misses M. Hall and H. L. Priester, of Milwaukee, jump into the convenient "coop" and flit Chicagowards



A day off for W. A. Wentworth spells bad news to the

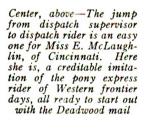


And Here's

weeds in his garden at Westfield, Mass., and he evidently manages to win his race with them by a wide margin



The call of the deep lures J. L. Moyce, Springfield, Mass., to embark on a voyage in his canoe to explore some of the picturesque country for which New England is famous





Left - Catching muskal-Left — Catching muskal-longe is evidently a serious business for W.K. Migrath, Chicago, the small boy and the fish themselves. The third was so big that only half of it got into the picture —but that may have been partly the photographer's fault



A Serious Accident

THE most serious accident that has occurred to a Plant Department employee in 1922 happened on June 7 at Austintown, O., when Edwin Martin was struck by a falling pole, which resulted

in a fracture of both the back and front portion of his skull. Martin was immediately taken to the City Hospital at Youngstown, O., but did not regain consciousness until the following day.

The accident occurred while raising a 30-foot class "B" creosoted pine pole on the New Castle - Cuvahoga Falls cable line. At the time of the accident six men were endeavoring to lift the pole on to the "dead man" so that the pike poles could be used. Martin

was near the dead man, lifting with his shoulder, when he apparently slipped and the pole fell back, at the same time kicking out the dead man and falling to the ground. His head was struck by the falling pole.

The latest reports state that Martin is steadily improving and talks about getting back with the gang as soon as he gets well.

Wind Up the Oracle

"The folks at 195 Broadway," writes a New York contributor, "are expecting Long Lines to explain the significance of the bas-reliefs recently mounted over their front doors, consisting of

1. Woman in décolleté gown holding a young male with wings.

2. Adult (male) pouring home brew or some other liquid from jug.

"The relation of these to the telantel business is not obvious. The official interpretation is awaited with wide-spread interest."

We have our own opinion of their

meaning, of course, formulated at personal risk while standing on the Broadway curb with passing taxi drivers doing their best to shear off our fluttering coattails. But this, matter, is unim-

tor to commit himself — that is the thing. And there lies the greatest risk of all; for artistic folk sometimes wax murtheless, the very us a luncheon at

in so weighty a portant. Get the sculp-

derous when asked to please explain. Nevernext time Paul Manship buys

the Ritz we promise to do our best to get the story.—Ed.

At the Key Memorial

The Bell loud speaker was installed for the dedication exercises of the Francis Scott Key Memorial at Fort McHenry, Baltimore, on June 14. Two sets of sound projectors were installed, one at Fort McHenry, where President Harding spoke, and another at Latrobe Park, about onequarter of a mile away. Thousands of people gathered at these locations and heard all the dedication ceremonies including the President's address.

Miss Dorothy E. True, of the Engineering Department, New York, was married to Captain Lawrence Iverson, U. S. A.



Going Better Now

IN 1921 the Plant Department broke its former accident records. There was not a single fatality. But even so, there were

five accidents (involving lost time) per 1,000

Mar.

Records are made to be broken. The accompanying graph shows that for the first five months of this year we have been running close to 1921—but just a stride behind. The dotted line represents 1921's

average and the upright columns the months

of 1922. To better last year's record we must keep the columns below the dotted line.

We're going better now; watch your step!

Apr.

May June

Plant employees each month.

Feb.

Jan.

ZIPPING TO PRESS

Cross Section of a Young Feller's Feelings on that Pernicious Monthly Occasion Known as Closing Day

ELL, here is tenth of month again. Got to turn out real day's work. Make printer

think it's snowing copy before night or name is mud. Glad we caught early train. Will bounce into office. Make things hum. Engraver calls up. Can't find plate for advertisement on back cover. Been hunting three days. Must be here. Couldn't get lost up there. All right. All-1-1-1 right. Will locate somehow.

♦ What is wrong v



What is wrong with this town's subways? Probably nothing, just perverse like busy telephone or one of those good second hand cars. Held up eight minutes between Penn. Sta. and Park Place. Finished reading paper anyway. Hustle faster, that's all.

Gosh. Office boy says department head just called. Not so good. Ought to call printer right away but better see general supe. Another bird in office first. Waited. Got in finally. General supe said oh, all right now, thank you; never mind.

Telephone ringing like mad on getting back. Operator said Bingville calling, wait a minute. Waited. Bingville said sorry to bother you, we haven't got this month's magazine yet. Must investigate.

Stenog says good morning, here's bunch of letters you were going to answer Monday or Tuesday. Told her all right, what's hour or so among friends.

Man in next office sticks head in door. Said did you know there was mistake on page 16 of last issue. Told him did you think any one who saw it failed to speak, write, telephone, telegraph or radio.

Young lady drops in with long poem. Said it just came to her. Fine girl, though. Mentioned closing day and it worked. Said would leave poem and call again tomorrow morning to learn verdict.



Printer telephones that article sent up yesterday won't go on three pages. Told him had to. Said all right but will cost extra. Wonder how long printers would last without extras.

Girls' bowling team out west writes they didn't like way photograph looked in last issue. Must be engraver's fault. Will talk to him about it.

Not dictating so well today. Old bean probably still going on standard time like cows and chickens. Pretty tough to stick indoors days like these.



Expressman wants to bring half-ton safe into office. Persuaded him to examine label again. Found it should go somewhere uptown. Wonder where he left package directed to us.

Wouldn't mind getting down to work. Promised printer dozen pages by tenth. Got to make good or he'll take revenge. Window cleaner next visitor. Good talker too. Explained window cleaning not what she used to be. No, sir. Used to make real money. Too many pikers now. Wash windows for next to nothing. Interesting, but good thing office has only two windows.



windows.

work done.

Stenog brings in two personal letters. Never could resist letters marked "personal." First said kindly remit, second said this account overdue. Shucks.

Fire apparatus in next block having busy day. Just answered second alarm since noon. Good

view of whole show from one of office

Down to writing editorial at last. Subject, thrift. Salesman arrives in middle of second paragraph to explain how anybody can now own sporty Complex Six on easy payments. Thrift idea gone blooey. Started new editorial, co-operation.

Old timer from home town came in to talk over good old days. Hated to lose another hour, but how can fellow stop old friends? Can't. Crying need of country is good way to play host and still get

Finished editorial anyway. Feel better, even if it did come out as 300 words on efficiency instead of 200 on co-operation. Sent to printer and hurried out to lunch.



Met district traffic man in lunch room. Said glad to see you, our girls want to know what last month's cover meant. Tried to explain. No go. Lunch spoiled.

Elevator starter called up. Said where's your office. Told him. He advised better get your name on directory if you're going to have boys bringing packages in like this. Good idea. Thought it was there.



Shopping at Wool-worth's after lunch. Needed new washer for kitchen faucet. Bought dozen washers, tooth paste, black, brown and white shoe polish, large and small tacks, glass things for under chairs, moth powder and gun, two or three things for

flivver and mechanical toy for youngster. Wonderful bargains. More mail. Looks interesting but have to put aside to answer question about how much space we'll have left by fifteenth of month. Wish somebody would explain why good stories always break late.

Listened to soap box speaker on way back to office. Said all these here corporations, why do they advertise? Why because they got so much money they got to throw it away. New one on me. Must ask information department.

Manuscript arrives telling of daily dozen convert who does exercises to music. Son put repeating dingus on victrola and convert got all tired out. Told stenog to write for photograph of occurrence.



Called up house to tell about ten cent store bargains. Wife got started first. Said did you get those socks? Told her no, but mentioned other things. Wife just said for heaven's sake.



Three more pages of copy ready for printer. All but captions for pictures. Engraver still has photographs. Will send in a. m. Next to printers engravers worst people on earth about giving up things when needed. Two printing salesmen in to spend rest of day apparently. Salesmen must have loads of time. Got one to read copy in office and went outside to make other understand why we haven't sent any orders lately. Hard job.

•

Carpenter arrives to build ventilator in window. Explained to him that window will be open all summer anyway. No use. Orders are orders. Should have been life insurance agent or something.

Company's branch exchange operator with grand smile in voice called and said, Numplease, wouldn't you like to buy some N. Y. Tel. preferred stock? Told her many thanks for compliment, but trying to sell few shares myself.

•

Five o'clock and five pages to printer. Holy smoke. Must get in early tomorrow and find cyclone cellar somewhere. Interruptions pleasant but how can fellow get anything done on time if they last all day? Can't.

♦

Stenog comes in with hat on. Said here's letter you might like to see before going home. Might is good. Letter from editor of another company magazine. Says your last issue best thing ever. Wow! Also whoop-ee!

\$

Life not so bad. Some days awful, some fine. Most days mixed, just good enough to make fellow keep one eye on taxi's while crossing Broadway.

\$

Called up house. Going to work this evening. Wife said thought you were going to paint porch chairs. Explained nobody can get out magazine without sacrificing few pleasures now and then.

On Our Way Rejoicing

The proof sheets rustle to and fro As we sit back a bit to think Of what tomorrow's slate will show; Nor from the future may we shrink Though some one slipped in choosing ink:

We vision, much to our distress, A cover, red, that should be pink— But still we've got to get to press.

A batch of letters, coming in, Is read with greatly tempered glee; "Your local news is far too thin."

"So much of it is boring me."

A third one says, "You must agree "To give me two months more, I guess,

"To make my tale what it should be"—

But still we've got to get to press.

Some photographs come to our ken,
But with no word what they're about;
We sigh and then take up a pen
To voice an editorial shout.
A knock puts all ideas to rout:
The thirteenth agent, more or less,
In sixty minutes, stands without—
But still we've got to get to press.

L'ENVOI

Prince, let that trouble come that may,

Flood, whirlwind, fire or other stress; Let trump now warn of judgment day—

E'en so, we've got to get to press.

-K. T. R.

F you start out to look for William Alexander at 24 Walker Street, York, the New chances are ten to one you won't find him. He has a little room on the second floor where his two assistants work, and which he uses as his headquarters. But his duties keep him on a continuous tour of the building so that he rarely spends much time in any one place.

On the other hand, if you're not looking for him at all, but watching the fascinating deftness of hundreds of hands in one of the operating rooms, you are apt to discover him. away from the switchboard and you may see a young man of erect bearing — he was with the 80th Division in France — holding each hand a clock that looks as if he had torn it up by the roots and carried it away. These clocks, with the queer black handles, are cal-culagraphs. They are returning from the clock being hospital after coaxed back to convalescence by William Alexander.

Taking care of time is his job. He is shepherd of the seconds at 24 Walker Street, and the responsibility for the accurateness of the timing of all long distance messages in the building rests on his shoulders. It's up to him to keep the Company timepieces in first class condition.



"Taking care of time is his job"

A SHEPHERD OF SECONDS

Lots of People Watch Clocks at Times but it's William Alexander's Job to Watch 'em All Day Long

Primary importance attaches to the calculagraphs and 1-A clocks, he explains, for this is where the Company stands to make or lose money. Its source of revenue depends a great deal upon the timing of messages, and if the timing is not accurate the Long Lines suffers. So the calculagraphs, which stamp the length of time for each message, and the 1-A clocks, which act as a sort of auxiliary to the calculagraphs, are watched over especially carefully. A 1-A clock, by the way, looks more like a speedometer than a clock. It has no hands, but just shows a row of figures — the hour, minutes and number of beats (six seconds to a beat).

There are 200 calculagraphs to be taken care of. Each is cleaned at least once every five weeks to ward off possible trouble. Then, three times a day, each machine has to have the inked ribbon inside it reversed by hand. This occupies a lot of time, so Alexander not long ago worked out a scheme that automatically reversed the ribbon when it was unwound, just like a typewriter ribbon. He explained his idea to the calculagraph company, and they had their engineers devise a similar plan, which will shortly go into operation on their machines.

Calculagraphs and 1-A clocks are only a

part of his charges. In addition he must look after all the other timing devices in the building, which include 18 electric wall clocks and their master clock, four time recording clocks—the most complicated machines in the lot—and a number of Seth Thomas clocks. The latter have to be wound by hand, but all the rest are controlled by the master clock. This is regulated by time signals from Arlington, Va., every day at noon, eastern standard time.

Actually there are two master clocks connected with each other. Both are running. If the one governing all the smaller clocks should be disabled, a selector immediately operates to connect the alternate master clock with the subordinate timepieces without the loss of a second.

Both master clocks are electrically wound up every minute by relay action. And every one of the 400 clocks they con-

trol is synchronized to the last second with them. If only one 1-A clock—and there are 150 of them—goes wrong, it takes three hours to set it up again. If several at once are thrown out of plumb by an electrical disturbance the corps of time keepers have their hands full for the next day or two.

Lugging 30 pound calculagraphs, two at a time, from the switchboard positions to the work shop and back again is in itself no easy job. Alexander doesn't grumble.

"Sometimes they get pretty heavy," he admits, "but you don't notice it much when you're used to it. Now I've got so I can get around the building just as well with calculagraphs in my hands as without them. Open doors and everything. Signal elevators, too, without setting them down."

All of which goes to show that if Father Time ever wants an understudy to take his place while he goes on vacation, he can find one at 24 Walker Street, New York.

The Bridge of Time and Distance

ESSER gods discover me. Not at once, but through the years. What one finds another proves and still another shall improve. Today through that grasp of power the world is growing smaller. Its mighty cities are but rooms in a great house whose dwellers do but raise their voices and are heard afar.

I span the globe and draw the far places together. New York, Rome, Bombay, Shanghai, Honolulu, San Francisco, Rio de Janeiro, Capetown, are through me neighboring cities.

Over majestic mountains I arise. Along the verdant valleys do I wind. Over the trackless floor of oceans do I make my way, and, as hither and thither, back and forth, up and down I go, I weave a net over all the earth; a gauze that makes man everywhere a nearer neighbor to the world.

Time and distance and darkness are no more. There is no night. A day is no longer from the rising to the setting of the sun. I am woven into the very fabric of civilization. Without me progress would be stayed.

I am power from the Supreme Power, given sparingly into the hands of men for the blessing of mankind. I am power from that Power that gives man dominion over the land and the sea and the air. But man has not attained to full dominion over me. He Who has dominion over me will not unlock my awful strength until man shall reach to me.

I am everywhere. In every atom of the universe, in every cell of every life I dwell. In the wings of the moth; in the perfume of the rose; in the colors of the rainbow. I ride in majesty in the vapors of the sky and light the darkest surface of the sea.

In oscillations through ether; in impulses over a million tiny threads, I spark and crackle and throb over the world bringing time closer to time, man closer to man, nation closer to nation, and humanity nearer to God; for I am Electricity.—By "Indianapolis."



Cartoons Do Help

(Continued from page 18)

in it, Louisville growing straight and tall, and poor Memphis drooping her petals and hanging her head in shame. Underneath was this:

"Above is represented, a truth in picture form, Of how a hero, premature, has dropped his head forlorn,

He could not stand the acid test, which Father Time gives all,

And when the roll is called the 31st, I'm sure he'll start to hawl."

Then when Memphis was in the lead, they would retaliate by sending us one. Once it was Humpty-Dumpty (you know what that means); then along came one of an old Ford named Louisville which had broken down in the race, while ahead in the distance was Memphis' Rolls Royce.

This month we have a cartoon of the race track (May being the month in which the famous Kentucky Derby is run at historic Churchill Downs). This is proving to be a popular one, as we are all interested in the races. We have several ponies running, the two foremost ones being named Louisville and Memphis. These are detachable, therefore we are able to move them forward or backward as the case warrants. The judge's stand is labeled with the goal, and a bulletin out in the field, posted daily, with the per cent. completed and some humorous remark, keeps every one fully informed as to racing results.

When Memphis passes us, we bandage Louisville up, and when we gain again, a wreath of flowers is hung around his neck.

These cartoons have been quite a success

at Louisville and Memphis and if any other office hastrouble along similar lines, this might prove helpful.

Charlton Twice Elected

A. W. Charlton, Pittsburgh, Long Lines Plant, was elected a member of the executive committee of the TelephoneSociety of Pittsburgh at the annual election of the organization. The Telephone

Society of Pittsburgh has had a most successful winter and is in a flourishing condition. At present it has more than 1,100 members.

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The organization of the Bell Telephone Employees' Athletic Association of Pittsburgh has been completed with the election of the executive board and by the election of officers by this board. A. W. Charlton, District Chief Clerk, Long Lines, is treasurer.

The formation of an eight team baseball league has been completed. The schedule started June 3 and will end September 9. It is planned to proceed at once with the formation of a tennis league and the organization of other seasonal sports.

Shifts in the Line-up

Traffic

W. N. Sherwell, New York Division Office, to Division Traffic Supervisor, Philadelphia.

Margaret Kearns, Supervisor, Chicago, to Evening Chief Operator.

Molley Hettrich, Evening Chief Operator, Chicago, to Assistant Chief Operator. Mary I. Beckner, Operator, Tulsa, Okla., to Supervisor.

Plant

L. P. Van Houten, Transmission Tester, St. Louis, to District Inspector.

٠

Miss. K. S. Spielberger, Chief Clerk to the District Traffic Superintendent, Philadelphia, has been ill for several weeks and is slowly convalescing. She holds the record of not being absent for 19 years.



Everybody except the dog seems to be heartily in favor of the Providence girls' picnic at Duby's Grove

Association Ac- and Fes-tivities

Walking Into Knowledge

I WORK in an office. I suppose you do. I am interested in educational features. I suppose you are. The questions which present themselves to me and, I suppose, to you on Saturday afternoons and days when the opportunity for absence from the office presents itself, are: Some place to go; something to do; something to know.

A. C. Kadlec, President of Plant Branch 104, Chicago, has so completely answered these questions that I thought you might

want to know about it.

The District 41 office force arranged a hiking party which left the office at 1 p. m. sharp and took a train to Norwood Park. From there we started hiking. Who said that girls couldn't walk?

At Higgins Road and Harlem Avenue we picked up the Chicago-Minneapolis line, and hiked to Des Plaines, Ill., a distance of seven miles. After generous instruction at various points, all of our

girls and fellows know what load coils, guys and other specified construction look like in action.

When do we hike again? Why next Saturday, of course, if it doesn't rain.—E. F. D.

Giving 'Em the Picture

R. F. Ledbetter, of Richmond, Va., District 22's representative to Hawthorne, visited the

Lynchburg office June 5, and told us what he saw at the Western Electric plant in a very able and impressive manner. Everybody was out that night to hear the interesting talk and, incidentally, to eat ice cream and cake and smoke good cigars so generously provided by Secretary H. T. Cole.

At the regular monthly meeting of Branch 74, Harrisburg, Pa., held Monday evening, May 29, C. C. Liggett addressed

the membership relative to his trip to the Hawthorne plant of the Western Electric Company. He was the unanimous choice of District 24 at the time the candidate for this trip was selected and following his interesting talk everyone present agreed that a more capable man for the purpose could not have been found.

Chicago Plans Picnic

The time—Sunday July 23, 1922.
The place—Spring Hill Grove, St. John, Ind.

Probable weather—Clear and warm. Probable attendance—100 per cent.

A cordial invitation is hereby extended to each and every member of the Long Lines family to come, bring their families and spend the day at the Long Lines annual picnic given under the auspices of Branches 33 (Traffic), 36 and 104 (Plant), all of Chicago. We have always had a good time at these annual frolics and this

year expect to profit from past experiences, by omitting certain features and adding others which we believe will make the affair more enjoyable than ever.

—H. G. H.



W. A. Brenner and G. H. Quermann, Division 5 Traffic and Plant Superintendents, were guests of honor at the picnic told about on the opposite bage

Long Lines Wins Opener

A number of our employees at Chicago have formed the Long Lines baseball club and entered the Bell

Telephone Company's inter-department baseball league. There are 14 teams in the league and all games are scheduled for

Saturday afternoons.

The Long Lines team is composed of employees of the District and Division at the Morrell Park and Chicago offices. They hooked up with the Educational Division team of the Illinois Bell Company for their first league game and showed their class by winning to the tune of 12 to 5. Rowley, Long Lines pitcher, struck out 12.



Kansas City's Day Off

AVE you heard or were you there? Where? Why the Long Lines Plant and Traffic Picnic given at Swope Park in Kansas City on May 20, by the combined Associations. G. H. Quermann, Division Plant Superintendent, and W. A. Brenner, Division Traffic Superintendent, were our guests of honor at this time.

Old Man Weather furnished us with a wonderful day. Everyone, his family, and his friends, turned out. An interesting program was provided and everyone entered into the events. Last, but not least, there were oodles of good eats.

Contests galore, especially along the lines of swift eating and running, were the main features of the afternoon program. The handwringing contest started things off in a friendly, get-together spirit, even if the prize was a lemon. The cigar lighting contest furnished much amusement, especially for those who knew of the extraordinary tendency of the cigars to explode.

Did you ever eat a cracker, then try to whistle? Well, the participants of this contest can give full particulars. Delicious

soft cream pies were supplied for the feasting contest of that name and a number of faces received a pie massage, followed by water. Those who visited the zoo returned safely. The hikers enjoyed the tramp immensely. In fact, some were reminded of the joys of it all week.

The passing and repeating numbers contest which was held in the evening was the event for the Traffic. There were cash prizes for this contest, so there was a great deal of practice work before the event took place and the "B" operators are still wondering what caused such a sudden improvement in the call circuit work.—A. W.

Cheap at Half the Price

The average man is said to be made up of fat enough to make seven bars of soap. Iron enough for three feet of steel rail. Sugar enough to fill a shaker. Lime enough to whitewash a chicken coop. Phosphorus enough to tip 2200 matches. Magnesium enough for a dose of magnesia. Potassium enough to explode a cannon. Sulphur enough to rid a small dog of fleas. This collection of material is worth about 98 cents.—Contemp.

In Pastures New

I. J. JACKSON, Testboard Man of the New Orleans office, came out to accompany Section Linemen J. H. Lipscomb and C. A. Hall on a repair trip over a portion of the Birmingham and New Orleans line, to get some outside experience. He weighs 248 pounds and on this account was let down lightly the first day, walking a distance of 16 miles for the purpose of replacing insulators and assisting the linemen in carrying tool bags full of tools.

The second day we replaced an anchor, walking four miles to the point where it was to be installed. The guest took his turn with the pick and shovel until the hole was dug about five feet deep, when he began to have trouble getting in and out, and did not find enough room to dig while in the hole. He then told Section Lineman Hall that if the latter would dig

both their shares of the hole he would furnish smokes for the rest of the day.

On finishing the job we hiked back to the town from which we had started, reaching there at 2:30 p.m. for dinner. This found us all hungry, but Mr. Jackson wins the medal for drinking sweet milk. three drank quarts and got peeved when the lady running the restaurant told him she had no more.

We pointed out to him where there was a pole to be straightened up the next day. This pole

is set in a creek and has been washed out until finding the bottom would be very doubtful. The testboard man decided that night that the office might need his services back in the testroom, and left immediately. He proved to be a jolly good fellow and we hope the testroom will send out more like him. Only maybe it would be better if the next man goes into training a while before he comes.—C. A. H.

New York's Twister

TOTAL of 248 troubles was reported on our lines out of New York, Sunday June 11, when the worst wind storm in many years fell upon the city. An estimated list of 75 persons lost their lives, mostly from capsizing in small boats, and millions of dollars worth of property was destroyed within a radius of 30 miles of the metropolis by a storm that showed all the characteristics of a western cyclone.

A majority of our troubles came on the New York-Scranton, New York-Highland West Shore, New York-Bedford and New York-Boston Main, Midland and Central lines. In most cases the destruction was caused by branches and sometimes whole trees being blown through the wires. Our portion of the damage was by no means as great as it might have been, and by noon the next day all our Morse circuits were working on a normal basis. Some of the

telephone circuits were out of order for a longer time, how-

ever.

Full Morse service to the East continued throughout the day following the storm, but a recurrence of the wind made work for the Plant Department on the lines to Utica, Dallastown and Pittsburgh, and, further West, on the Chicago-St. Louis and Kansas City-Omaha lines. Division 2 also experienced damage on the New York - Point Pleasant line at Sergeantsville, N. J.



This rock rolled down a West Virginia mountainside through our Cuyahoga Falls-Charleston line. We are not told whether Section Lineman J. D. Williams is stopping the rock from going further or merely resting

"That's All I Know"

"It was the first time I had ever driven a car," feebly explained the victim of the motor accident, as the landscape ceased revolving. "I got to going pretty fast and forgot how to stop—I looked ahead and saw a bridge rushing to meet me. I tried to turn out to let the bridge pass and—that is all I know about it."—Grabbed.

C. C. Quimby Receives Token



District Plant Superintendent C.C.Quimby, Boston

ISTRICT
Plant Superintendent C.
C. Quimby, of Boston, and Mrs.
Quimby were guests
of honor at a luncheon, held in New
Haven on the evening of May 17, 1922.
By a recent organization change the
New Haven and
Hartford territories
of Plant District 13

were excluded from that district and the former Plant District 12 re-established.

New Haven and Hartford became part of District 13, under Mr. Quimby, in April, Through all of the unsettledness following the close of the World War District 13, under the guidance of Mr. Quimby, came through with flying colors. So when District 12 was re-established and Mr. Ouimby's leadership was relinquished in the State of Connecticut, the men and women of New Haven and Hartford, in order to express their appreciation of their former Plant Superintendent's liberality, unstinted efforts and personal sacrifices in their behalf, called him to New Haven, from Boston, to attend the luncheon in his honor.

The evening was pleasantly spent. Music and singing were followed by dancing, after which luncheon was served. During the entertainment, Mr. Quimby

was presented with a a gold watch and chain.

"I certainly received the surprise of my life," writes Mr. Quimby, "when Mrs. Quimby and I went to New Haven. About 8:30, Mrs. Quimby and myself, accompanied by District Superintendent Lister and Mrs. Lister, made our way to the retiring room under escort of Mr. Watson.

"Upon the door being opened, we found gathered together nearly a hundred people at the moment lustily singing a song often heard at Association picnics, which song, I believe, was written some two years ago by Billy Kavanagh. In the crowd, I recognized nearly every Long Lines employee in the State of Connecticut, the married ones accompanied by their wives, the unmarried by their sisters and sweethearts.

"Within a few moments after we entered the song was finished, and John Belcher stepped forward and gave one of his characteristic speeches, and ended up by presenting me with a watch and chain in behalf of the New Haven and Hartford Branches of the Association. The shock knocked me speechless.

"After I had recovered, Mr. Belcher once more took the floor and presented Mrs. Quimby with a handsome bouquet of American Beauty roses. A very pleasant evening followed with singing, dancing,

and light refreshments.'

Yale Honors General Carty

General John J. Carty, Vice-President, A. T. and T. Company, received a new honor on June 21 when Yale University at its 221st commencement exercises awarded him the degree of Doctor of Science. Professor William Lyon Phelps, in presenting him as a candidate for an honorary degree, reviewed the list of General Carty's achievements in the field of telephony and spoke of him as "a leader in the movement to encourage research in pure science in the universities."

In addition to the degree just received from Yale General Carty has received similar scholastic honors from Stevens Institute, the University of Chicago, Bowdoin College, Tufts College and McGill University.

His decorations at the hands of the United States and foreign governments include the Distinguished Service Medal (U. S.) Officer of the Legion of Honour (France) and Order of the Rising Sun and Order of the Sacred Treasure (Japan).

Don't Forget!

PLANNING to "kodak as you go"—on that outing or vacation? We hope so.

And we trust you won't forget to send *Long Lines* a print from each good, clear negative that promises to be of interest to the rest of our readers.

With a couple of pertinent paragraphs—or at least a descriptive caption, right on the back—if you please.

Thank you!

Hail and Farewell

BANQUET tendered to Messrs. Spohr and Holden by the Lansing-burg Plant force took place at the Rensselaer Hotel, Troy, N. Y. It was in the nature of a farewell to Mr. Spohr, and a welcome to Mr. Holden, as the departing and incoming District Plant Superintendents of District 14, for when District 14 was formed, it was partly composed of territory taken from District 11, of which Mr. Spohr is District Superintendent.

In addition to the testroom force, there were present several of the out-of-town linemen, and also Mr. Holden's office force, a total of about 30 men. After the usual refreshments, each man was given an opportunity to say a few words, and while much sentiment was shown, there was also much wit and humor brought out. W. E. Dunn, President of Branch 57, acted as toast master, seconded by A. W. Ostrander, chairman of the entertainment committee.

Music was furnished by members of the testroom and equipment forces. It was a merry time all around, and every one present expressed satisfaction.

June Weddings

During the past month, Dan Cupid visited the Providence office and carried off four of our girls.

Miss Fannie L. Noonan, Operator, left us in May and was married on June 5. A miscellaneous shower was given by her friends at the home of Miss Marguerite Roland and was well attended.

Miss Anna M. Marceau, an evening supervisor, also left us in May and was married the last of June. A shower was given in the rest room. A special feature of the occasion was a mock wedding.

Miss Margaret L. Dolan, Instructor, who has been with us so long, had to fall when Dan shot his arrow into her heart, and left us on June 3. She was joined in happy wedlock on June 7. A farewell supper was given at the Hotel Dreyfus and the girls presented her with a silver service set.

Miss Mae L. Luby, Operator, joined the ranks when she was married on June 29.

Good luck and happiness to all our girls!—I. F. McD.

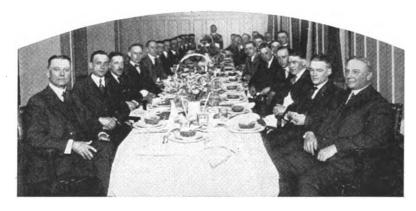
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After nearly 28 years of continuous service in the Long Lines Department, Miss Hattie Weisburg, of the General Commercial Manager's office, New York, left on June 9 to be married. Miss Weisburg came to the Company August 28, 1894, as stenographer to the late Harry A. McMullen, who computed the first long distance telephone toll rates quoted by this Company. She was associated with Mr. McMullen for practically the entire period of her employment.

Throughout her long years of service, Miss Weisburg gave herself whole-heartedly to her work. Her associates in the Commercial Department will testify that she was always earnest, courteous and loyal. We wish her every happiness in her new life.—R. M. H.

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Seven years of loyal, efficient service ended when Helen Connors, Cashier at Toledo, resigned to become the bride of Elza Bush. We can think of no finer way to terminate one's service, and we are all sure the same smile that made it an added pleasure to go to her desk will make a wonderfully congenial home.—D. H.



H. G. Spohr, left foreground, and E. B. Holden, opposite him, who is the new District Plant Superintendent of District 14. The banquet was given in their honor by the Lansingburg Plant men

Emergency Measures

We cannot do that," I heard a recorder say. Then, "Will you talk with my supervisor, please? I will connect you."

On my set I found the chief dispatcher of the Louisville and Nashville Railway. He wanted a man in Mobile, one in Flomaton and one in Atmore, all on the line at the same time to take the same message.

I explained that

we could not give service like this, but that I would be glad to get them on the line and let him talk to them one at a time, holding two in readiness while he talked to the third.

He told me that we did not have time to handle it that way. His lines were out below Evergreen. A south bound train carrying orders that must be changed had already passed Evergreen. Somewhere on that same track was a train speeding north. These men were telegraph operators who had to get that train order right away.

Even the thought of breaking instructions like this was a Bulletin 10 had ruled over me for nearly six years. But in my imagination I saw those two trains speeding on to a meeting that probably meant death. What Mr. Moriarty had said to us on his last visit came to me: "A whole lot depends on you." My decision was made. I told the chief dispatcher I would do it.

I turned to the switchboard and found that there was no circuit available to Mobile, so with a built-up circuit through Birmingham and two circuits through Evergreen we put the three telegraph operators on the line. I took them up on a position and timed three tickets—one to each terminating station.

I listened in to see that the service was satisfactory and found out why the dispatcher did not have time to give three separate orders: each word was first spoken, then spelled and pronounced.



Our nine in the Harrisburg League won
the pennant last season and figure on
holding it this year.
Left to right, they are,
back row: Spetz,
Kohnlein, Mason,
Bricker and Gelbach.
Front row: Galbraith,
Smith, Case, Gummo,
Douglass

At right — Division Plant Superintendent J. L. McKay, Philadelphia, throws out the first ball of the season

The verification was the same. The old orders were canceled and new ones issued.

At the end the chief dispatcher said: "A close call, boys. What would we have done without the telephone company tonight?"

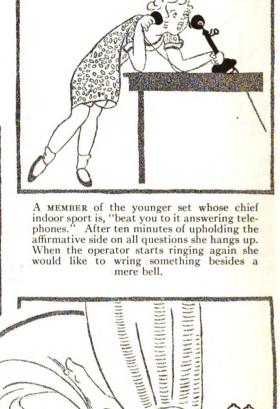
Before long I had cleared my circuits and my set had rung and the chief dispatcher had called in to thank us for this unusual and most efficient service. He wanted us to know that the L. and N. Railway was backing the A. T. and T. Company every time.

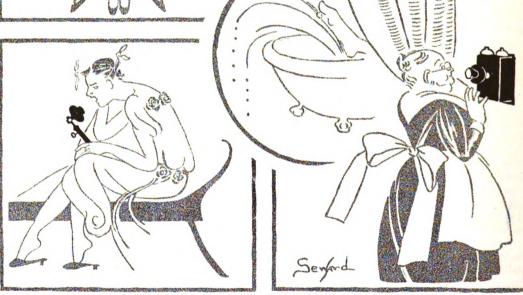
I wished he would say it to the Traffic Superintendent. What I did was a violation of Bulletin 10. But it was an emergency and I believe that this is the kind of service any of our girls would have given.

-B. D. T., Montgomery, Ala.

R. S. V. P.

The parents of the bit of heaven below are assisted in raising it by a grandmother, two aunts and an uncle. There are people who say, in consequence, that baby raises nearly everything. In this future President self expression is encouraged, and on such occasions our operator could use a little expression of her own.





SINCE SHEDA DARA vamped the clinging vines every twosome family has its own heart failures. This fair one, with the judge's assistance, has conveniently lost one and acquired another perfectly wonderful man before the telephone company could change the listing. She's minus her war paint, but she's rather war-like when long distance asks her to call her first husband.

The above is not Saturday night. It's a nice little old lady who says she doesn't hear very well, but thinks the connection is poor. She insists that our operator is one of her dear, if distant, relatives. "He can't come now," runs the story she sticks to, "he's taking a bath." And our young weaver of speech sees a possibility of getting into hot water herself when she reports this fact.

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T. WRIGHT Commercial Engineer

T. E. BELL Division Commercial Supt., Chicago

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Commercial Representative, Philadelphia

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1,820,000 Telephones Moved

In the telephone business every day is "moving day." Telephone subscribers are probably the most stable and permanent portion of our population; yet during the past year one telephone out of every seven in the Bell System was moved from one place of residence or business to another at some time during the year.

The amount of material and labor, and the extent of plant changes involved in "station movement" are indicated by the fact that this item of service cost the Bell System more than \$15,000,000 in 1921.

To most people, the connecting or disconnecting of a telephone seems a simple operation of installing or removing the instrument. As a matter of fact, in every case it necessitates changes in the cables and wires overhead or underground. It also necessitates changes in central office wires and switchboard connections; in subscribers' accounts and directory listings; and frequently requires new "drop" lines from open wires or cables.

The problems of station movement are among the large problems of the telephone service. Because of the double operation of disconnecting and re-connecting, the work involved is often twice as great as in the case of new subscribers. With nearly 2,000,000 changes a year, it is only by the most expert management of plant facilities that Bell service is enabled to follow the subscriber wherever he goes.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service

ONG INES AUGUST 1922





Need Any Farm Products?

If you ever look at Life, Vogue or Vanity Fair, you will need no introduction to the work of John Held, jr. In fact, it was his whimsically humorous drawing, "Horse Sense," on a recent cover of Life that made us hunt him down for purposes of our own.

The girl at the switchboard found him on his farm 12 miles from Westport, Conn.

A long, lean, bronzed person of perhaps 32 or 33 years he proved to be. Interested in art, naturally, but enthusiastic about farming. Comes to the city as infrequently as possible, and laughed a long laugh at our embarrassment on learning that only once before in 1922 had any one been so bold as to ask him to leave his

acres for a conference in town.

And then the big surprise. "Oh, I'll do it in a day or two," he said. "Nothing like getting a thing off your chest while the idea's fresh."

ONG INES

All Kinds of Facilities, But-

HIS particular pair of heels had needed straightening for a month. Every time we glanced at them we had to make clicking sounds and say, "That simply must be attended to. Probably after lunch tomorrow." So last Monday we ventured into one of New York's huge while-you-wait shoe repairing emporia and hesitatingly took a seat.

One of the attendants seemed to sense our unfamiliarity with the surroundings and offered his services. He urged us to be seated in one—oh, any one—of the many little oaken stalls.

We fumbled with the strings and exposed our distressing condition. Would he please straighten them? No, not rubber; just leather. Whipping out a conductor's punch, he perforated a long ticket in several places, halved the card with a deft movement, tied one end to a shoe and left the other end for us to read.

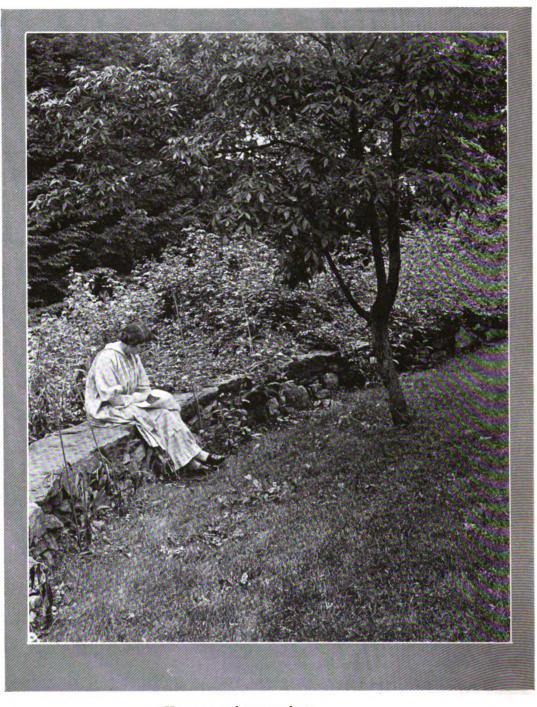
One of half a dozen artisans in another, a much larger, oak-railed enclosure took the shoes from this new friend, glanced at the ticket and threw them on a heap of others. Rush job that it was, in our mind, there was no excitement whatever. Each man kept right on with his work, ripping, hammering, stitching, trimming, polishing, with every kind of modern device that has ever been advertised in the Cobbler's Journal. It made you think of the magazine articles about Henry Ford's manufacturing system. It was almost thrilling.

Our weather-beaten sandals disappeared in a trice. We found ourself fascinated but not a particle worried by their disappearance. "Here, if anywhere," we thought, "a man may look on true efficiency."

The sign had mentioned 10 minutes as the maximum. And although it was 24 when the attendant, a strange one, again stood before us and handed us the shoes, that did not upset us. It was a moment later that our dream of perfect organization exploded. What really floored us was this:

"Well, if you wanted 'em leather whyn't ya say so? We don't get nothin' but rubbers nine times outa ten."

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 2 T. T. COOK, EDITOR AUGUST, 1922



Here are cool mosses deep,
And thro' the moss the ivies creep,
And in the stream the long-leaved
flowers weep,
And from the craggy ledge the poppy
hangs in sleep.—Tennyson

HOW MUCH IS A UNIT?

R. I. Mabbs, Division Traffic Engineer, St. Louis, Sketches Ancient and Modern Measuring Systems

BOUT 400 years before the birth of Christ a learned Greek gentleman, who was also a very able story teller, decided that he would travel through some of the countries surrounding the Mediterranean Sea to obtain first-hand knowledge about the peoples of these countries. He wished to get definite information concerning these countries and their inhabitants, that he might write of them for the entertainment of his fellow citizens.

It so happened that the languages and customs of the various peoples were quite different and the units of measurement used by them varied greatly even between

cities in the same country.

Because of these differences between the various centers of population, it was necessary for our historian to devise means of expressing his descriptions in common terms. For example, if he wished to compare the king's palace in one city with that in another city, he was careful to use units that were comparable and which would be understood by the people who would later read his writings. If he wished to describe the distance between two cities, he would first state how he traveled, by ship or by land, and then state how many days it took to make the journey.

In this way he was able to give his readers a picture of the distance, because he expressed his measurements in terms of units of time which every one understands. In other words, Herodotus devised units of measurement to serve his par-

ticular purpose.

Each new industry or science introduces the need for units of measurement to measure the product of the industry or the quantities considered by the science. When Sir Isaac Newton was experimenting with moving bodies, he found need for units in which to express the results of his experiments. He had to have units for the measurement of acceleration, momentum and velocity, so he devised such units and gave the world his famous laws of motion.

Our Plant brothers are adept in the use of units and speak of volts, amperes and micro-farads in a very chummy and familiar way. But to be intelligible to most of us, these units have to be translated into our language, so to speak, for we comprehend quantities most readily when expressed in terms of time, distance or weight. Thus, if we are told that one ampere is that amount of electrical current which will deposit upon the surface of an object being silver plated approximately one one-thousandth of a gram of silver from a certain solution in one second, the word ampere becomes intelligible to us.

The standardization of units has come to occupy a very important place not only in our national life, but also in our international life. At Sevres, France, is located the international bureau of standards. where a corps of scientists work day after day studying systems of measurement and carrying on experiments to determine the most accurate and practical way of measuring every conceivable substance and quantity. Here are kept wonderfully accurate standards of weights and measures which are diligently guarded, not only from destruction, for they are made as nearly indestructible as possible, but from the slightest influence that might change their weight or length. Our own standards, kept in the national bureau of standards at Washington, are fashioned after these international standards and compared with them to determine their accuracy.

Back in the early stages of the telephone business our Company found itself producing a product which was more or less difficult to describe quantitatively. You cannot measure traffic by the yard and it was necessary for those handling telephone traffic to devise some unit of measurement in order that they might give those responsible for the management of the telephone business the necessary data for engineering

facilities and force.

Many methods of measuring telephone traffic have been tried and discarded, until we have arrived at our present method. This, although it may not be perfect, gives us a clear picture of the amount of traffic handled at a given group of switchboards or by a given group of operators. We are able to say that for a given number of calls

filed at a given office there will be approximately a certain number of units of traffic work involved.

It is customary in nearly all industries to select as a unit of measurement of the product the smallest complete unit of product produced. In our industry, therefore, we have selected as a basis for the unit of measurement the simplest complete telephone connection made. This is the connection between one flat rate telephone and another flat rate telephone. Taking our unit call as one by which we can measure other calls, we have a measure for telephone traffic such as the pound is for weight, the foot for length or the second for time.

On the average, it has been found that it takes about 15.65 seconds to handle one of our unit calls. By the use of stop watches and by careful observation we have compared the length of time required on more complicated calls with our unit call. Therefore we say that each of the various kinds of calls handled and connections made at our switchboards equals a certain number of units. Perhaps some day some one will give this unit a name and we will then say that a call from one flat-rate telephone to another equals one "?".

At the Western Electric Company's plant, where our telephone apparatus is made, the number of pieces of apparatus

made by a machine are automatically counted by a counting machine with a dial similar to that on an adding machine, so that the operator may see by a glance at the dial the number of pieces made by that machine. To count our operations at the switchboard, however, it is not practicable to provide a mechanical counter. Therefore the counting must be done by the people who perform the operations. This counting is done on the days which we have come to know as peg count days.

We are most familiar with units of time, distance and weight, because we use these units in our everyday life and would be helpless indeed without them. Since we are more familiar with these units it is most convenient to base any new units we find need for on one or more of these. That is what Newton did when he gave us his observations on the natural laws of motion.

Similarly, our engineers have devised a unit for the measurement of telephone traffic which is based upon time. Herodotus speaks of distances in terms of days of travel. The astronomers speak of distances in terms of light-years. And some day we may hear an operator who has completed all the calls within her reach, turn to her supervisor and say, "Give me a few more hundred units of traffic. I'm going good today."

Friend Springfield Hears a Story

HEARD a good story the other night and if you care to do so you might slip it into Long Lines.

A yard foreman had a heavy train to move. He went to the roundhouse to get an engine, and approached a big fellow that looked as if he could pull Stone Mountain up by the roots. He told his troubles to the big mogul and asked him if he could do the job. The answer came with a big puff of smoke, "I don't think I can."

The foreman then approached a still bigger engine on the subject and received a similar answer. Turning away with disgust he saw a little engine, of ancient design, but steamed up ready for business. After listening to the foreman's troubles the little fellow said in response to his question, "I think I can."

So away the rusty little fellow went to tackle the job and as he raced along the track he was saying, "I think I can I think I can I think I can" (you know how engines talk).

Coupling on to the train, the little engine started its herculean task. Slowly the train began to move. As the engine tugged along it was saying, "I THINK I can, I think I CAN, I think I CAN." Finally the train reached the crest of the grade, and the laboring became less. Starting down the other side of the hill, the little engine called back to the foreman who was standing rooted to the ground in amazement, "I THOUGHT I COULD, I THOUGHT I COULD, I THOUGHT I COULD."

The foreman walked back to the big engines and what he said was not a part of the story, but the narrator said he was Irish.—T. A. S., Nashville.



The Boston-Worcester Cable

Forty Miles of Full-Size Duplex Cable Engineered, Manufactured, Installed and Placed in Service in Six Months. New Mechanical and Electrical Standards Attained

By W. F. Norris, Div. Supt. of Line Construction, New York

AST winter, when the great New England storm of November 28 and 29 had subsided, and the aerial wire lines that had been borne down by the tremendous load of ice lay prostrate, a group of plant men and engineers of the New England and A. T. and T. Companies gathered in conference at Boston to discuss the permanent restoration of the telephone plant.

There was such a general wreck of the aerial lines between Boston and Worcester that it was decided that the best and most economical course would be to install a jointly owned, full-size underground cable in the conduit that existed between those points. Meanwhile only such temporary aerial work should be performed as was necessary to care for service until the cable could be made ready.

As it normally takes nearly a year to plan, manufacture and install a full-size cable of this length, the conference sought a way to have the cable placed in service in about one-half that time, so as to relieve the temporary condition and to meet the peak loads of business to the New England shore and mountain points. The Long Lines Department had an order with the Western Electric Company for a cable for a line from Pittsburgh to New Castle, Pa., that had the place in the factory schedule at Hawthorne from the first week in January to the latter part of April. Arrangements were made to defer that order and in its place to manufacture the Boston-Worcester cable.

These plans agreed upon, the Engineering Departments of the New England Company and of the Long Lines Department quickly prepared specifications for the work. Following this, the Plant people of the two companies ordered materials and planned for the cable installation.

The New England Company ordered the telephone repeaters and other central office equipment and provided for the rearranging of space in its buildings and for installing the apparatus. That com-

pany also made certain changes in its conduit run to accommodate the new cable and built nine of the loading vaults, five in Boston and four on the Boston and Albany Railroad's right-of-way.

To the Long Lines Plant Department was assigned the task of ordering, installing and loading the cable and building 29 loading vaults. This article treats prin-

cipally of that part of the project.

The receipt of authority, on December 10, to order material and proceed with the work was the signal to release orders. These were delivered to the Western Electric Company at New York on the same date, and before night of that day the factory was at work on them at Hawthorne. The first carload was made up and shipped by January 13, and the last reel was shipped March 29.

To prepare for placing the cable in the conduit, over 211,000 feet of duct had to be rodded. As the conduit was built some twenty years ago it needed plenty of push to get the rods through and the ducts cleared. While this work was in progress a heavy fall of snow completely blocked the roads, and as it was not a main highway there was no telling when they would be passable. But this did not stop the rodding. Field Supervisor John James borrowed a snow plow from one of the municipalities, had our Holt tractor hitched to it and cleared the road for the rodders and cable forces as well as for the farmers and others.

Another obstacle was that the manholes were buried under ice and snow. To find them an exploring coil was used. This was a specially wound wire coil with a buzzer attachment that would buzz when the coil was passed over the iron manhole cover. After a manhole was located it was a real task to get it out of the icy casing.

When the snow and ice melted it made the wettest and muddiest kind of a job. The men would come out of the manholes with their boots and oilskins encased in mud, and were dripping with perspiration from forcing the rods through water and ooze. Like most pioneer operations, clearing the way is not easy. However, Foreman McDonald and his men had the fun of setting the pace for all other operations.

Word was sent from Hawthorne of the date when each carload of cable left the factory and on arrival at its destination it was met by Assistant Foreman W. P.

French and his men with their equipment of motor trucks. The reels were at once unloaded from the cars, loaded on the trucks and hauled to the manhole locations.

Foreman French was trying to catch up to McDonald and his rodders, but the two and a quarter million pound load of cable and loading coil cases was too hefty to overcome McDonald's handicap of a month. French stole up on McDonald when he came to the railroad at Framingham. Here the conduit line runs on the right-of-way of the Boston and Albany Railroad from Framingham, Mass., to Natick, Mass., and is close to the track.

Arrangements were made with Hawthorne to load 44 of the reels into gondola cars, have the reels placed in consecutive order from east to west, mark numbers on the lags at the top of the reels and send all cars forward in the one train at the same time, notifying the Long Lines people of car numbers, date of leaving Hawthorne and routing. On the arrival of the cars at Framingham they were met by a wrecking crane. The reels were lifted out of the cars and placed in position at the manholes.

Fourteen miles of the conduit run is along a dirt highway. Fortunately for French he finished up this section while the road was frozen or he would have been in a deeper rut than the testers' truck which went into the mud up to its middle. At times the splicers and testers could not get over this road even with a Ford.

The first carload of cable arrived at Worcester January 23. At this time Foreman Yeatts was rodding. The cable was scheduled to be shipped at the rate of 21,000 feet a week and it required from seven to ten days to reach its destination.

Yeatts said his gang could place the cable in the duct as fast as the factory could ship it, so he gave the cable distributors a week's start and then went to it, turning over the rodding to McDonald. Yeatts kept his word to such an extent that when Hawthorne had some trouble with a few reels and held up shipments for two or three days the wires between New York and the factory were kept hot until Hawthorne advised that it had made up lost time and was again on schedule.

It was necessary to make a number of changes in the conduit run along the railroad, so this section was temporarily skipped. The conduit in places is between



the tracks and a drainage ditch, and in other places in the slope of the railroad embankment. To improve these conditions the New England Company built concrete piers and placed iron pipes as ducts, or reinforced the duct run with channel irons.

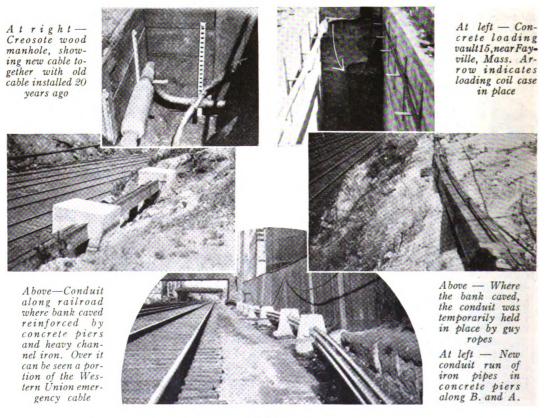
When Yeatts pulled in the cable along the railroad right-of-way he placed his pulling-in truck at the nearest possible point from which the pull could be made and rigged up a series of snatch blocks to further this end. At times the truck was about a half mile from the manhole, and to facilitate signalling a field telephone was used between the manholes where the cable was being drawn in and the truck. An accompanying photograph shows Foreman Yeatts at the manhole talking to the chauffeur of the truck 2000 feet away. Another picture shows a wire reel on the truck containing the twisted pair and the chauffeur wearing the breast transmitter and head telephone.

Placing heavy cable of this kind in midwinter and early spring, with the ground slippery with ice or snow or wet with rains and mud, between trolley tracks, close to a steam railroad or in congested traffic, required the most careful work. In Boston most of the cable was pulled in during the night or early morning hours when traffic was lightest. Despite all the dangerous conditions involved in the operations no accidents of any kind occurred.

The construction of the loading vaults paralleled in time the several operations involved in the placing of the cable.

A very accurate measurement was made of the conduit run and at locations 6,000 feet apart concrete or brick loading vaults 17 feet long by 4 feet wide by 5 feet deep were built. If the location came in rock the vault had to be 10 feet deep to provide for the depth of the case containing the loading coils. Where it was dirt excavation the cases were set part way in the earth.

To obtain the best results from the loading it is essential that the coils be at an exact measured distance apart, the allowable variation being only ½ per cent. on the average and not more than 2 per cent. at any location. These restricted limits meant that the vault had to be built at almost the exact 6,000 foot spacing and in places brought the location underneath



AUGUST, 1922 ONG INES



At left—Directing a chauffeur 2000 feet away At right — The chauffeur and reel of twist

Below — Lowering loading coil case into vault



building conditions for the vaults, but even authorities like Engineers Jarvis and Percival could not rearrange them to avoid all of the difficult locations.

The first loading point was located in one of the busiest traffic spots in Worcester. The second came in solid rock directly underneath a trolley track which had to be supported by heavy beams so that there would be no railroad tie-up or accidents.

The third came on the Quinsigamond Bridge. The loading coil case was placed in a recess or bay in one of the piers of the bridge. The lake that this bridge spans was frozen over. Supervisor James wired to hurry the shipment of the case in order that the men might slide it over on the ice and lift it into place. The case was delivered as requested. This saved time and the expense of putting up special rigging to lower a 2900-pound case from the top of the bridge.

In curves in the road it was difficult to locate the conduit line for placing loading vaults and to avoid digging up pavement to find it. An exploring coil was made up on the job, with which it was possible to accurately determine where the ducts were.

Vaults 12, 15 and 16 were cut out of solid rock ledge, the rock being granite of an irregular formation so hard and seamy that ground glass was poured into the drill holes to assist in drilling and to prevent the

drills catching in the cracks or rock seams. A photograph of one of the excavations will give an idea of the rock encountered.

When H. D. Puter, Conduit Foreman in charge of the vault building, was asked before the definite

locations were given by the engineers whether he could meet the schedule, he said it was a cinch. But when he saw what he was up against after the points were established, he brought his aids, Foremen Feasey and Loftus, together and they talked a different language.

Where conditions would permit keeping the road open long enough for the concrete to set, concrete vaults were built. Otherwise they were built of brick. Some of the concrete vaults were constructed in freezing weather. Two flame throwers or large kerosene torches, at times used for thawing ducts, were used for heating the concrete materials. The flame was thrown into the mouth of the mixer and the stone, sand, water and cement were heated as they revolved in the mixer and the concrete was poured hot. After being poured into the forms it was thoroughly covered with stable straw to protect it from the frost. Foreman Puter and his force overcame all of these difficulties and held the pace that was set.

All of the steps in the project that have been described had to be under way to make ready for the splicing forces. There were 651 straight, 120 test and 39 loading splices to be made, which meant about half a million individual wire splices.

The splicing conditions working out from Worcester were particularly bad. When the frost thawed out of the ground the water oozed out of the sides, the roof and all around the manhole and the condensation of moisture caused by the hot paraffin and solder resulted in more drippage. The splicers guarded the splice by having protection to keep water from coming in over the top and by using rubber blankets. But while the cable was kept dry and boiled out with hot paraffin until all moisture was excluded, it was still more difficult for the splicers to keep themselves dry and many a little stream of water trickled down their necks as they bent over splicing and soldering hundreds of wires.

On damp days, or when the atmosphere was heavy, the fumes from the rosin core solder used in soldering bothered the men somewhat in splicing. To overcome this Chief Tester Oram developed an exhaust pump to draw the fumes away from the men's faces in much the same manner as an exhaust is used in laboratories. It worked out successfully. On clear days air could be directed down the manhole and the fumes blown away.

Another special device used in this work was a gas mask to guard against the effects of illuminating gas on the men working in the manholes. In Framingham Center there was more gas in the manholes than could be forced out by the usual means of

a blower or by directing a current of air down the manhole. These masks permitted the men to work in the manholes and while the outfit was uncomfortable to wear it kept the gas from affecting the worker and supplied him with fresh air.

To make sure that a good job is being done and that no errors have been made or no trouble has been left in the cable an elaborate system of tests is carried on during and following the splicing work. The

splicers test with one another over each loading section for crosses, grounds, opens, split pairs, split quads, interchanged layers and insulation. Then, at three splices in each loading section, the testers make capacity unbalance tests. From the extreme ends of the cable they take capacity measurements, resistance unbalance, insulation resistance, impedance unbalance, loop resistance, crosstalk in quads, phantom to phantom crosstalk and the transmission measurements. The tests in this cable showed that the average capacity unbalance value for phantom to side circuits was six micro-microfarads and for side to side circuits it was seven and a half. These are excellent averages and none better have been attained.

The insulation resistance is good in spite of the wet weather and dripping manholes. A minimum of 1500 megohms a mile, which is three times as high as the minimum allowance, was attained and the average is very close to 3700 megohms per mile.

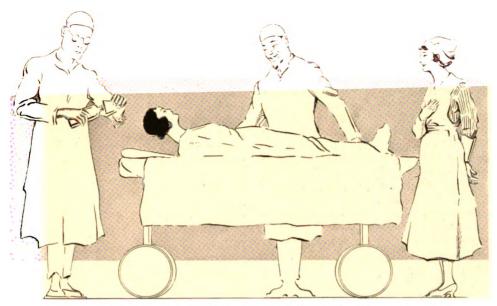
In all toll cables, tests are made to determine the extent of crosstalk in the cable before splicing and the conductors are spliced so as to reduce this crosstalk. It was decided in this case to ascertain what could be done by so splicing in the

loading coils as to reduce the crosstalk due to the loading coils. Accordingly, the engineers of the Development and Research and Long Lines Departments cooperated in this work and a series of tests termed "poling tests" were carried out, which resulted in a decided improvement in the final crosstalk over what had been reached previously.

These poling tests delayed somewhat the time when the loading splicing (Cont'd on page 36)



Snow, mud and water did their best to ruin cable vault openings. Above—Sliding case of loading coil over the ice at Lake Quinsigamond. Temperature, ten below.



"As you remember it, the surgeon shakes hands with you and with grins instructs the interne to administer the ether."

OPERATING THAT'S DIFFERENT

Miss Cleo Bruner, St. Louis Traffic, Loses an Appendix but Gains One Large Experience

ELLO! . . . Did you ever take ether? . . . Well, don't. . . . The world will never be the the same. . . . My doctor tells me I still have my sense of humor—but he missed it by mistake. There are two kinds of operations, you know—successful and the other kind.

After much mental debating, examining

After much mental debating, examining through a periscope, x-raying and radioing, your doctors agree that you have an appendix to be marked "void." So you call a hospital (though you feel that it should be an undertaker) and engage a room. One is usually all that is needed.

After straightening your bureau drawers and burning your love letters—in case anything should happen—you bid your friends "au river" and hint at what you do and do not like to eat.

With your tooth brush you enter the hospital and are greeted by the superintendent as though she had known you for life. You are taken to the room you engaged and are told you have till the next morning to get acquainted.

But how are you going to get acquainted

when you are put right to bed and your clothes are taken away? Every thing smells so disinfectantish you wonder if they are going to fumigate them. Lying in bed you are feeling quite comfy when a nurse enters to prepare you for the operation. Finally you find yourself wrapped in miles of cloth. You wonder how they could ever tell you from a mummy.

After you have been duly petrified you are allowed to sleep *all* night. So . . . after you experience a sleepless night and a shot in the arm, an innocent looking table is wheeled to the operating room with the victim on it—said victim calling on the saints to keep an eye on her.

Keeping one eye on the surgeons and the ether can, you use the other to see if you can detect any means of escape.

As you remember it, the surgeon shakes hands with you and with vicious grins instructs the interne to administer the ether.

All you have to do is "breathe natural," but you're sure there isn't a natural breath in you. As the ether takes you to the land where the flies fly and the bees be,

you hear the doctors sharpening their knives and forks. Finally you are drifting on clouds of lace and thinking of sweet nothings.

But on awakening you wonder who sat that elephant on your chest, and why they don't quit choking you and why you ever left home. And you mean to tell 'em all what your sentiments are, but you only yell "Help!" and "Water!"

Some one is holding your head and telling you not to move, the stitches might break. Your poor bemuddled mind repeats "Stiches might break."

Ah, now you know where you are: at your dressmaker's. No! there is a white uniform and a man saying "Good girl, in a few days you can have something to eat."

Eat! that's the very thing you don't want to do. You want to be left alone to die quietly.

Each day your operation is gone over with iodine and alcohol and you discover

there is one thing that will stick to you regardless of trouble. Yes; adhesive tape.

The day arrives when you are to have food. At last there is to be something to fill that vacant place—chicken à la king maybe, or pork tenderloin and a salad. But, gloom! The food is a sickly-looking gruel and you immediately decide you have always detested gruel.

In a couple of weeks your friends visit you without that sorrowful expression on their faces and start bringing you goodies and books and gossip. Ah! that's the life.

At the end of another week you are permitted to leave the room you have learned to respect and saunter down the halls—two steps forward, three backward, and so on.

Having taught your wobbly limbs that you are the boss and that they shall uphold you, you go home and feel forever afterward that you have had the most severe operation ever known.

Keeping Wires on the Map

SOME days when things just glide along, I'd sell my job for e'en a song. When all is right, not in a mess, I feel like selling out for less.

Such times my pep seems gone from me and something urges me to flee. On other days my work is joy, pure gold and not a base alloy.

Some days I feel that I should go out West and in the country grow. That's when my liver's gone to whack and I can't hit 'em on the back.

But it takes something bigger than a torpid liver in a man to drive him from the pleasant scrap of keepin' wires on the map.

Some days are filled with snow and sleet and folks up-end upon the street. Then poles come down with all their wire and patrons hint that I'm a liar.

On other days high wind and flood put fightincocci in my blood. Each flood that flows, each wind that blows, but sets me firmer on my toes.

Such days are joyous days and fair. There's trouble here and everywhere. There's wicked imps in sets and board, and some one stalled in Henry's Ford.

Such days as these are happy days. Then every blow I strike is praise. Then

every plug I push or pull but makes my cup of joy more full.

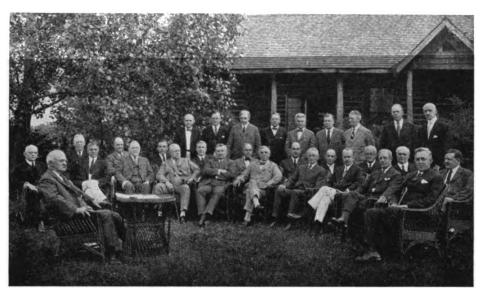
Such days are days when I would not swap with the boss my humble lot, or trade my fascinating game for banker's gold or statesman's fame.

-By "Indianapolis."

WBAY Now Open

As this issue goes to press word arrives that the new job of the Long Lines Department is under way. WBAY started operations on an experimental basis Tuesday, July 25.

WBAY is the Bell System's first broadcasting station, erected for radio telephone broadcasting of a commercial nature in the 24-story building at Walker and Lispenard Streets, New York. It is operating for the present on a 360 meter wave length and under a schedule mutually agreed upon by the large sending stations in the vicinity of New York. By this arrangement it will broadcast from 11 a. m. to 12 noon daily, from 4:30 to 5:30 p. m., daily, except Sundays, and from 7:30 to 12 midnight, Thursdays.



Presidents and A. T. and T. Company executives attending the 1922 conference at Yama Farms

WHAT ARE WE TRYING TO DO?

principles. The Bell System is a continuing organization and it is dedicated to a high and important service. We, who are responsible for its direction, must not temporize. We must have guiding convictions and take a long look into the future. We are responsible to the nation, to our stockholders, and to those who come after us, for the continued success of the Bell System. While yielding nothing that is good in our organization and its methods, we must continually strive for whatever is better. Conservatism in principles and progress in methods are the traditions of the Bell System, and they must be maintained.

"That is what we are trying to do."

-H. B. Thayer.

From an address by President Thayer at the Yama meeting of June, 1922

"HOW'S THE FIRE COMPANY?"

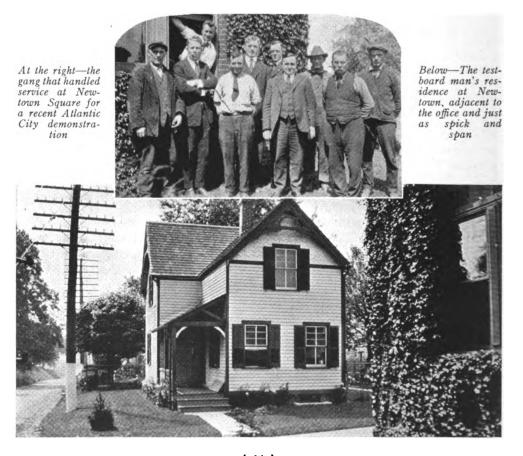
T. J. Campbell, Newtown Square, Pa., Plant, Tells How Our Local Force Make Personal Contributions to Another Public Service

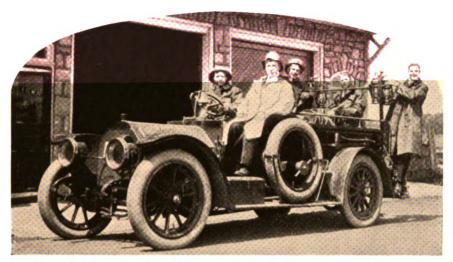
N one of the finest sections of Delaware County, Pennsylvania, on a state highway about eight or ten miles west of Philadelphia, is located one of the prettiest of our older buildings. It is at the junction of the New York-Washington, New York-Newtown Square, Philadelphia - Harrisburg, Philadelphia - Chicago, Poughkeepsie-Philadelphia, Newtown Square-Temple lines and the Philadelphia-Harrisburg cable. It was located here when the lines were first extended south and west of New York and Philadelphia, carrying all the important open wires south and west of Philadelphia and south of New York. At that time the office was in the lineman's residence, which was later moved and the office built in 1897.

It was enlarged in 1917 to its present size. Newtown Square is known throughout the entire plant and visitors coming for the first time, remark, "Well, is this Newtown Square?"

The New York-Washington line to Philadelphia and Newtown Square-Temple line have been replaced in the Philadelphia-Harrisburg cable, underground, Philadelphia to Newtown Square, but we still have the important open wires, including the New York-Havana group.

Located so close to Philadelphia, the importance of Newtown is frequently overshadowed by our big brother, who is the boss. On Long Lines demonstrations, after having worked night and day for so long you don't need sleep any more, getting





Just rarin' for a fire. The distinguished volunteers include, left to right, T. F. McLaughlin, T. J. Campbell, H. Miller, and the two visiting firemen hanging on at the rear, S. B. Wright and R. M. Peterson, of New York

things lined up, wouldn't it test your loyalty to have the man in charge of demonstration say, "Newtown, answer 'Philadelphia' on the roll call"? It's almost enough to make you break into verse like the men at Phoneton located on the emergency.

But for loyalty, co-operation, team work or anything that means good service to the Company or the public, the Newtown bunch are A-1. For this reason, any story about Newtown Square would not be complete if it did not include the Newtown Square Fire Company. This is not in any way connected with the telephone company, but is a branch of public service to which the telephone people, after giving first class telephone service, make generous personal contributions in various ways. The fire company was organized about five years ago, after a bad fire which looked for a time as if it might spread to several other buildings in the town and which annealed all wires on Philadelphia-Chicago line.

A public meeting was called, a telephone man made temporary chairman and from this meeting our fire company originated. A telephone man was made vice-president and fire chief, with other telephone men as first and second assistant chiefs and others as secretary, director, executive committeemen, drivers and enginemen.

The company formed, apparatus (a water pump, 500 gal. a minute capacity, on a Stearns chassis, a chemical, 70 gal. a minute capacity, on a Packard-30 chassis) was purchased by a committee headed by a

telephone man. A building committee headed by a telephone man was appointed. The building ranks next to the telephone office in importance and appearance. You can readily see that the two public service corporations in our town are closely associated.

Telephone officials are always interested in our fire company and usually on visiting Newtown and inquiring about the office they add, "And how is the fire company?"

Mr. Stevenson, stopping over in Philadelphia on a Sunday and wishing to visit an ideal and up-to-the-minute office, came out to Newtown Square. He found some of us busy threading conduit. It was explained to him that the telephone men had volunteered to do the electric light wiring for the new building for our fire company. We told him we were proud of our new building and asked him to look it over and express his opinion of it. He told us we were probably like the artist who, having just finished a picture and meeting a friend on the street told him how good it was and asked him to come up and see it and give his honest criticism of it. He said he had asked a friend up to view it the day before and he pronounced it a daub. He took him by the back of the neck and seat of the pants and threw him downstairs. We guaranteed him protection and told him if he did not think it was all we said it was we would lose some of our respect for his good judgment. He saved our opinion of him by pronouncing it one of the best volunteer fire companies he knew of.

ONG INES
AUGUST, 1923

At a recent meeting of plant officials in New York, the question came up as to a title for the outlying offices. Some one asked the title of the man at Newtown Square and the reply was, "Call him fire chief."

Visitors, if they remain at Newtown for any length of time, get just as enthusiastic about our town and our fire company as we are and if they remain long enough become members. Mr. Peterson, a Long Lines engineer and S. B. Wright, a D. and R. engineer, are two of our latest boosters for the office, the fire company and the town. They were located here for several days on amplifiers and repeaters for an Atlantic City demonstration.

Mr. Wright said his visit would not be complete unless he heard the fire alarm and saw the fire company in action. At 10.30 a. m. on the morning before the demonstration, with everybody busy lining up, word was received that a house was on fire along the New York-Washington line, which line carried the Washington demonstration wires. The alarm sounded and every one that could be spared, including Mr. Wright and Mr. Peterson, rushed to the fire house. The fire extinguished, with very little damage, all returned. Mr. Wright, on being asked what he thought of

our alarm, replied, "Good Lord, I was running so hard to the fire house I never even heard it. But I never saw a city department respond any quicker."

Judging from the picture of the fire truck with firemen, including Wright and

Peterson, it would seem as if they were well equipped for fire fighting. The real facts about this are that although it was raining when they started from the fire house, they did not stop long enough to put on rubber coats, but put them on after their return, soaking wet. Some people at the fire referred to Mr. Wright as "that poor man from the telephone office who hasn't any hat to put on."

After reading about our fire company you must admit it is a real live company and you probably wonder just how efficient we are. Knowing that telephone men are a big factor, you may take the rest for granted; but we will add an event to emphasize that feature.

Each year the firemen from all over Delaware County meet in competition for efficiency, speed, etc. The Newtown Company seldom enters these tests, but once at a large fire in another district met other companies in actual competition. Newtown Square was among the first to arrive and proceeded to get into service at a small stream near the fire with the only available water supply and in a very short time had a stream of water on it. Other companies, among them the prize winners in tests, tried to do likewise but either stuck fast in the mud along the stream or were afraid to take a chance on a small and none too sturdy bridge. The prize winning company made an effort to get in service by running out a line of hose; it started pumping but went out of service on account of pump choking with mud. Newtown pumped serenely on and was the only company to do actual service at the fire. Men from other companies were standing by with dead hose cussing because they could not get water.

Our efforts for service to the public are acknowledged and appreciated. The telephone company will always continue its policy of "Service" and the fire company will be a close second, at least as long as any members of the telephone gang



A group of veteran Newtown Squarers with the first motor car used by a section lineman, back in 1910

have any hand in the operation of it.

(From another source, we learn that while the Newtown Square company "seldom" enters the Delaware competitions, once when it did it was beaten by a neighboring company, of which B. H. Birchall, Transmission Tester at Philadelphia, is a member. But as that company was among those which failed at the fire mentioned above, the odds seem about even.—Ep.)

GREENO AND MEISBURGER

Two Kansas City Testroom Veterans Get All Written Up by Evans Riley, of that City

OHN C. GREENO, of the Kansas City testroom, is the proud owner of an emblem denoting that he is credited with having served the wire companies continuously for more than 40 years, over 14 years of which have been with the Long Lines Department. He is still on the job every day and hitting 'em hard.

Mr. Greeno entered the service of the Western Union in Medina, N. Y., as messenger boy in 1879. After learning the how and why of the dots and dashes Mr. Greeno branched out as a full-fledged Morse operator in the Rochester office of that company. "Go west, young man, go west," was the slogan in

young man, go west," was the slogan in those days and armed with a good letter of recommendation from George Butler, then chief operator for the Western Union in Rochester, he decided to investigate the possibilities for advancement in his recently undertaken field of endeavor in the West. Accordingly he arrived in Kansas City in the spring of 1880 and was employed by the Western Union as operator at the then stupendous salary of 50 dollars per month. Mr. Greeno still has that letter of recommendation from Mr. Butler and prizes it highly.

The main office of the Western Union in Kansas City was then located on West Fifth Street. In one corner of the operating room the Kansas City telephone central office was located. No such thing as a soft feminine voice greeted the telephone subscriber of those days. Instead, the operators were men.

After serving in the main office for

E. M. Meisburger and, below, J. C. Greeno and grandson. Both men are members of the Kansas City testroom force

several weeks he was made manager of the branch office of that company at what was then known as the best hotel west of the Mississippi River, the Coates House. There was only one telephone in that hotel then and it was looked upon with the greatest curiosity. It was considered quite an advertisement. The guests themselves rarely used it. Mr. Greeno was there to perform that painful operation for them. One who could "operate a telephone" in those days could rightly consider himself in that sphere with one who now has a thorough knowledge of Einstein's theory on relativity.

He served the Western Union at different places throughout the West in varied capacities such as operator, chief operator, quad chief and manager. In one position he was personally charged with the care of 300 cells of blue vitriol Morse battery. He left the service of the Western Union in 1907, after having been continuously in their service for more than 27 years, and

entered the Long Lines at Garden City, Kansas, as repeater operator.

In December, 1908, he became one of the members of the Kansas City testroom force where he has remained ever since. The testroom was situated in a room 15 feet square on the fifth floor of the Telephone Building at Sixth and Wyandotte Streets. J. E. Gregory, now at Nashville, Tenn., was District Plant Chief; S. McDougall, now at Denver, Colo., was Chief Testboard Man; and A. Vogel and George Hutton with Greeno comprised the repeater force. The Morse equipment consisted of ten single line repeaters and about eight duplexes. This is indeed in striking contrast to the present testroom equipment on the tenth floor of the magnificent new telephone building at Eleventh and Oak Streets.

•

Edward M. Meisburger, another member of the Kansas City force, first entered the service of the wire companies over 31 years ago, and has a service emblem denoting over 30 years of service. He first entered the employ of the Western Union Company as messenger boy in Kansas City in 1891.

After becoming proficient as a Morse operator he served the W. U. Company in that capacity in Kansas City until 1895, when he was transferred in their service to Galveston, Texas, where he served as telegrapher during the flood disaster. He returned to Kansas City in 1901.

In 1909 he entered the service of the Long Lines Department and was sent to Garden City, Kansas. Several months later he became one of the testroom force at Kansas City. He with J. C. Greeno has seen the Kansas City office grow from a small office into what, from a standpoint of equipment especially, is one of the most up to date offices the Long Lines Department operates.

All of the old-timers and most of the younger generation know Ed. Meisburger and John Greeno. Judging both from their youthful appearance I think that any one who has seen them could conservatively estimate the period of service of each, past and future, as well over the half century mark. Some old time sage has said that years of service are a blessing. We hope they have a thousand.

This Job of Ours

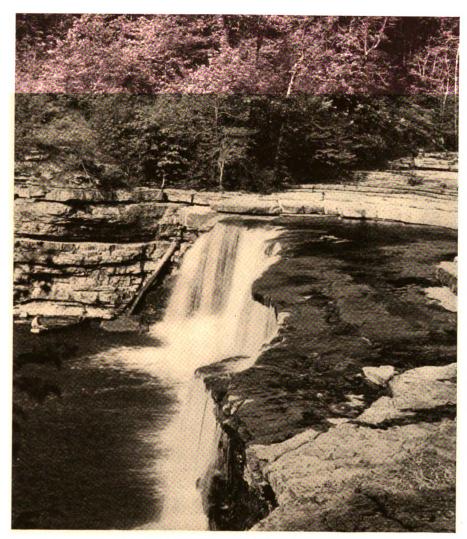
E should not lose sight of the fact that as Long Lines people we are in an enviable position in that we are privileged to know and participate in these interesting developments [radio, carrier, printer, etc.], that we are always confronted with something novel, that we are in the van of the advancement of the telephone art; and as a result, our routine is practically broken up by the necessity for handling something in the nature of an innovation, such, for instance, as our various demonstrations.

These have been especially interesting and valuable. They have resulted in demonstrating the ability of the Long Lines Department to work as a team, regardless of the distances separating the various component parts. . . .

I should like you to feel as I do, that in assisting in the building up and the functioning of this wonderful system of communications which is making possible better understanding and co-operation between the various parts of the United States, that we are doing a great constructive work for the country; and I certainly derive a great deal of satisfaction from the thought that I am identified with such an enterprise; and I believe that every one else in the System should feel the same way, and that, in particular, we of the Long Lines should feel especially privileged.

From a talk by Sydney Hogerton, Div. Plant Supt., Chicago, before one of the Association bodies,





Cataract Falls, near our Louisville-Bloomington line, about 30 miles from Terre Haute, Ind.

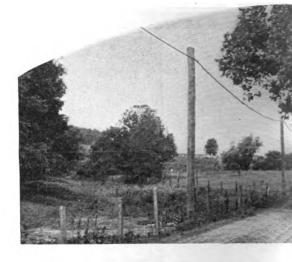
BEAUTY SPOTS ALONG THE LINE



RIGHT here and now we thank our Distric. Plant men for the splendid manner in which they answered our hurried call for "Beauty Spots." And for the letters that accompanied them. "Given more time," said practically everybody, "we could send you something that would really do justice to this part of the country." We submit that no apologies were needed. But if nothing happens the pictures now missing will appear later for, encouraged by the present offering, we have had the temerity to ask for more.







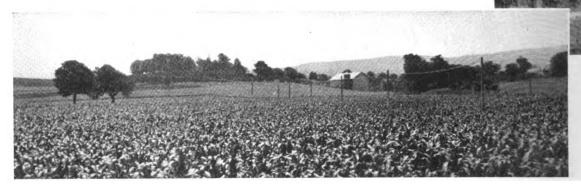
Above—you can almost imagine a chipmunk scurrying along the top rail of the old snake fence in this view of the Harrisburg - Pittsburgh cable



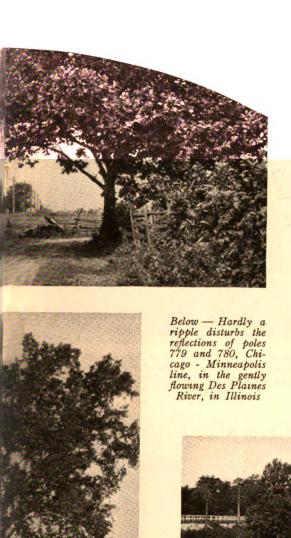
At right—The term "bosky dell" is met with only in poetry, but it certainly fits this nook near Cleveland Below—Peace and quiet are char-

Above—A feathery royal palm silhouetted against the sky is a common sight in Florida, but strange to many of us elsewhere

Below—Peace and quiet are characteristic of the rolling cornfields of southeast Pennsylvania



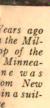
Above—this tree waukee Chicago polis brought York St





Above—We will bet one subway ticket that there's a swimmin' hole just around the next bend beyond where the Reading-Harrisburg cable crosses Swatara Creek

Below—With this glimpse of the country through which the Charlotte-Atlanta line runs, you can understand why "I wish I was in Dixie" was written

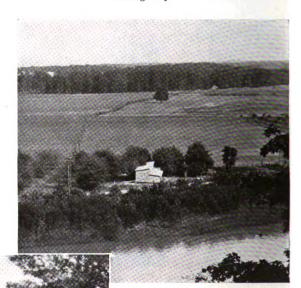




This tree, the old church it shades and the surrounding land were given to Eden, Pa., as a community center. Our line clears the tree on 60-foot poles



Putting in a concrete road near Birmingham last year helped motorists even if it did mean moving our Nashville-Montgomery line across the highway



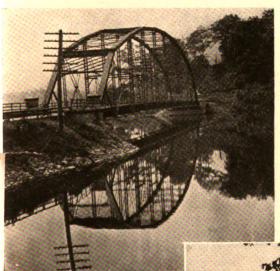
York State

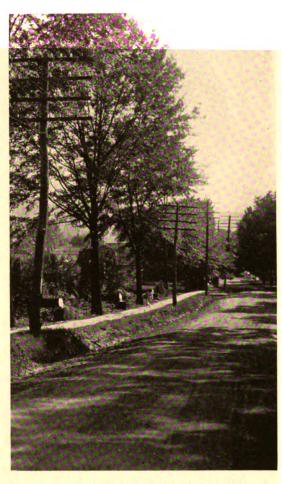
Above—Missouri river bottoms offer a good perspective of the St. Louis-Kansas City line, stretching toward distant woods

Left—No particular telephone line, but one of the many beauty spots in Mr. Albrecht's territory, down Washington way



Strongly reminiscent of "Way Down East" is this corner of the Keystone State where the Philadelphia-Reading cable wanders over the hills



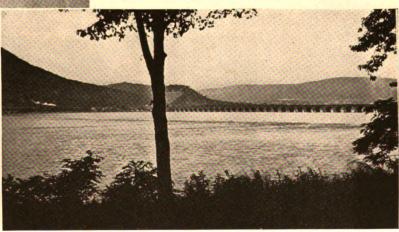


Along the Atlanta-Birmingham line at Anniston, Ala., where careful trimming and cutting of overcrowded trees made the foliage more beautiful than before

to Alabama

Above—There's good fishing in the Katonah reservoir, from Wood's Bridge, on the New York-Buffalo line. We've been there.

Right—The longest stone arch bridge in the world, Rockville, Pa., with our Avon - Baltimore line passing under its first arch





"All took to the water like ducks," says the story of the Engineering Department's affair at Lake Hopatcong, N. J.

Yo! Ho! Ho! and a Bottle of Pop

Soft Drinks, Sandwiches and Pickles have their Innings as the Outing Season Advances

A, c'n I go swimmin'?" 'I should say not! Come away from that water. Look at the child! I declare, he's got his feet muddy already. If I ever get you children home it'll be a miracle. . . . Now where did I put those tomato sandwiches? Oh, here they are, all mashed up with the plums. I knew those plums were too soft. . . ."

"Ma, Willie's fell in the lake and 'is shoes

are soaking."
'Will-ee! Didn't I just tell you not to go near the lake? Now look at your-self. You can just sit here till those shoes dry and when your father comes back you'll get a good spanking. . . . Gertie, don't start eating yet. Wait till we're all ready." 'Oh, Ma, lookut the ants stealin' the

"Never mind, Willie. Keep your fingers out of it. . . . Now if your father only shows up we can eat. . . . Here he comes; praise be! All right, Willie, you can have just one—and don't wipe your fingers on vour clothes."

Then, the worry of lunch over, Ma has a chance to visit around, to watch Pa strike out in the married-single baseball

game and have a good time generally. Such a good time, in fact, that when she has reached home that night, put cold cream on her sunburn, and changed to old shoes, she decides that after all an annual out-



Engineering's baseball team, plus several honorary members

AUGUST, 1922 ONG INES

ing is probably worth the time and bother.

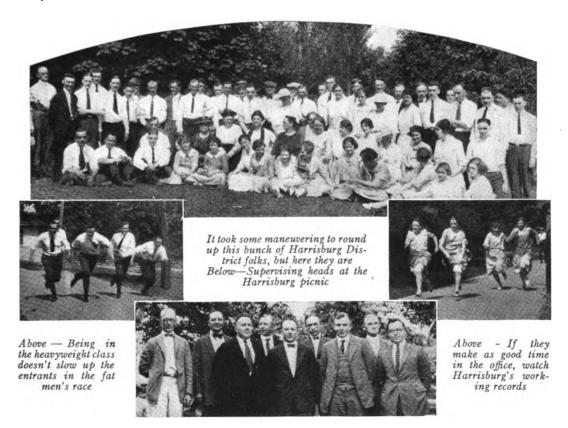
The "ayes" have it concerning the outings reported so far. One of the most decisive verdicts was that concerning the Long Lines Engineering Department picnic at Lake Hopatcong, N. J.

Past experiences convinced us, writes our correspondent, that suitable locations near New York City were few and far between and after considering various places, it was decided that Lake Hopatcong seemed to meet all requirements. The long and short of the matter was that Slim Silvers and Shorty Slocum were dispatched to look the place over. They returned with glowing accounts and preparations for a good time went ahead at full speed.

Rain had been falling in the vicinity of New York for a month and our hopes for a clear day diminished as the day drew near. However, we picked a lucky day for it was practically the only day in the month that could be called perfect. We therefore started out full of pep and at an early hour boarded a train which took us 45 miles through the far-famed Jersey hills to our destination. There we found about 30 of our associates who had made the journey in flivvers. It was rumored that keen competition in the running qualities of their respective lizzies had resulted in a race between G. Z. Maclary and F. C. Salisbury, but that F. C. had lost out on account of too much distraction from the bevy of fair girls that he had gallantly volunteered to transport.

The picnic was held on Bertrand's Island. This we found to be a large island which arose to a considerable height above the lake and which, with its many fine shade trees and magnificent views of the lake, offered an ideal place to eat our lunch. The picnickers' spirit was in the air and needless to say the girls quickly produced tremendous quantities of appetizing sandwiches, cherry tarts, cold chicken, and other edibles and drinkables, which were consumed in a remarkably short time.

After lunch we were scheduled to begin dancing. But strange to say, the beauties of nature seemed to have more appeal and we all took to the water like ducks. The



smaller members of our party found a gently sloping beach in which to amuse themselves while the more experienced swimmers ventured further out. Before long Jake Zehfuss came bounding along in a gay looking canoe and he no sooner came near the beach than he was pounced upon by the roughnecks of the party and bounced out of his canoe. Thereupon began a free-for-all fight for the possession of the craft, which caused a lot of fun and a few skinned angles. (Printer: Let 'er ride as "angles," maybe they mean it.—ED.) Finally Jake obtained his canoe and gallantly devoted the remainder of the p. m. in taking the young ladies canoeing.

The water continued to hold its attraction for most of us for the entire afternoon and we discovered to our sorrow that it was the cause of many a blistered neck during the succeeding week. We blissfully splashed about and refused to come out of the water long enough to take part in the athletic events planned by the committee. We did, however, have some swimming races, which were won by Miss Huber for the ladies and Master Edgar Hoar for the men.

Late in the afternoon, Mr. Pilliod, Mr. Miller and the Division Plant Superintendents motored out and took part in the water sports by swimming a race over to the point and back. Mr. Lacy declared that the lake looked just as inviting as it did when he caught bass and pickerel there 18 years ago.

The day was well rounded out by a boat ride around the lake. The trip lasted an hour and it afforded us a good opportunity to obtain an idea of the beautiful shore line. At 7:15 p. m. we departed with a satisfied feeling that the holiday had been a success.—C. Q. G.

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We will call it a picnic, but it was more. In reality it was a grand send-off in honor of our ex-District Plant Superintendent, at Harrisburg, P. M. Hall, now Division Plant Engineer of Division 1.

Hershey Park, at Hershey, Pa., on June 24 was the choice of Plant Branch 74 for this event. Any employee of District 24 was free to attend, and the roll call proved that at least one representative from each office was present.

It was a telephone day from the start. Every one tried to make the others happy—and succeeded. I doubt whether the chocolate town ever witnessed a more obstreperous crowd that at the same time kept strictly within the bounds of law.

Well planned preliminaries, such as field sports and a baseball game in which the Harrisburg Long Lines team defeated the Harrisburg Western Electric Company team by a score of 6-1, led up to the climax of the day, which came after the spread in the evening.

J. C. Henschke, Chief Testboard Man from Dallastown, Pa., arose and expressed the regret of District 24 in losing the leadership of Mr. Hall. In substance he stated that the district felt Mr. Hall's departure keenly, and had concluded that they wanted him to carry away with him some remembrance from the organization in which he had so zealously striven to inculcate commendable ideals. At the conclusion of his speech a leather traveling bag, fully equipped, an umbrella, a portable mahogany ash tray, and a watch charm with a fraternal insignia were placed before Mr. Hall.

It was a touching moment indeed, contrasted with the hilarity that had permeated each one's mood the entire afternoon. Mr. Hall, deeply affected by the unexpected gifts, thanked each employee of the district, and wanted it known that the loyalty to him would never be forgotten even though new faces and new scenes were before him.

For Branch 74 I have this to say: Mr. P. M. Hall, now that our midst you've left,

One potent force from our life's been cleft;

Association welfare firm in mind,

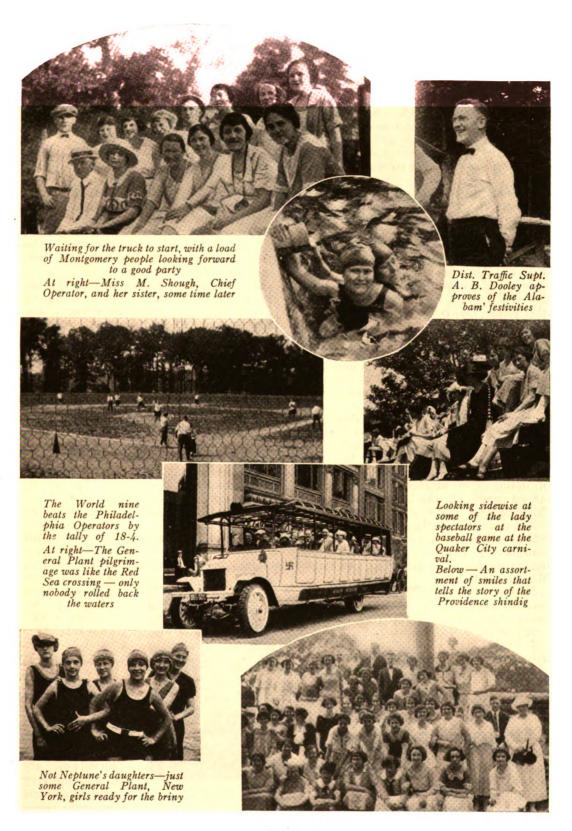
You with us constantly were aligned.

—H. С. S.

Fourth of July picnic? Sure—the Plant and Traffic departments of the Montgomery, Ala., office celebrated a safe and sane Fourth at Cobb's Ford, about eight miles out.

Fun? Loads of it, going and coming in trucks, cars and on horseback. We had as our guest Miss Murillo Vest, Division Instructor from Atlanta, who was quite a drawing card, telling us not only of our dark and shady pasts (some folks objected and wouldn't have their pasts revealed) but also what the future held in store for us

Besides devouring heaps of fried chicken



and all of the other eats that make a picnic worth while, we went rowing on a lake that is dotted with hundreds of tiny islands, where more than one boatload found their way to the middle of the lake much easier than they could find their way back again.

With the usual luck our fishermen caught nothing and our marksmen failed to hit their targets, but undaunted they participated in the other sports such as swimming, rowing, kodaking and more eating.

While no prizes were offered we have an idea that A. B. Dooley, District Traffic Superintendent, would have come close to first for having a good time, if not for eating the most chicken.

On our way home we made a raid on a load of Alabama sweethearts (water-melons) and—well, after that we sang "The End of a Perfect Day" and felt sorry for other folks.—M. B. B.

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The third annual picnic of the Long Lines Department of the Philadelphia and Newtown Square offices was held at Highland Park. This picnic was given jointly by the following Branches of the Association of Employees: Division Plant Branch 64; District Plant Branch 75, Division Traffic Branch 133, District Traffic Branch 4.

Long Lines Plant with Traffic flowers,

Legal lights and Commercial powers—all indulged in athletics, picnicked and danced until all the recent arrivals in Philadelphia's new Plant Division 2 were well acquainted. Early in the afternoon an endless chain of automobiles was busy transporting a jolly crowd from Philadelphia to the picnic grounds. The family

folks brought the kiddies. This gave us an opportunity of meeting some future Plant and Traffic men and women.

Field sports of all kinds and baseball games were the principal features of the afternoon program. A threering circus would be tame in comparison with this picnic. The crowd was so active and the amusements so diversified the photographer could not round up enough to take a group picture.

The first ball game was played between the Operators vs. The World, both girls' teams. The World team was selected from the division and district supervisory and clerical forces. They had little opposition and defeated the Operators' team 18 to 4. The men of the Division and District Plant played a seven-inning game with a score of 10–3, the laurels going to the District Plant. A splendid picnic supper was served and no eats ever received a more cordial welcome from sharpened appetites.

A straw ride and dancing were the features of the evening's program. The Plant jazz orchestra, bedecked in their clown costumes, were good.

Another feature that added to the enjoyment of the crowd was a waltz by John Hawkins, Service Supervisor, and Miss Bolton, Chief Operator. They performed in great style (St. Louis people please note). A dance by Miss Stricker, one of the recorders, was very cleverly executed.

The day was ideal, the crowd was jolly, and all agreed that it was one grand success and the last word in picnics.—By several contribs.

•

It has been our observation that office picnics are almost invariably run according to standard specifications. Not so this year's General Plant outing!

The first departure was in the committee's selection of the scene of action, viz. Pelham Bay Park. (Let us insert our suspicions of the said committee's mental stamina. How otherwise explain its strange

susceptibility to the Subway Sun's persuasive boosting of New York's great playgrounds?)

Next, who ever heard of rubber-neck wagons as a means of locomotion for sophisticated New Yorkers? Then consider the date, Thursday, July 13, and its very narrow escape from that most



A group of Bell of Pa. and Philadelphia Long Lines folks attending the reunion at Cottage Green, the associated company's splendid rest home

unlucky of combinations, Friday, the 13th. These phenomena alone would have produced a sufficient guaranty of 'somethin' diffrunt," but when aided and abetted by the weatherwell, any one with a spark of imagination will admit the enormous potentialities.

So, being the collective victim

of these circumstances, as one might say in highbrow, the General Plant office departed, en masse, from 195 Broadway at 1:46 p. m. The triumphal procession north through the heart of the heartless city may be skipped as unincidental, with the exception of a passing compliment to C.F.C. for his sportsmanship in enacting the enforced role of country cousin.

Things didn't begin really to happen until somewhere along the Grand Boulevard and Concourse, when the weather started to aid and abet in earnest, by redeeming its lukewarm promise of "probably thunder showers." To be explicit, it cracked and crashed and roared and lashed (onomatopoeic attempts exhausted) like all the furies let loose.

Nowise daunted, our modern chariots pursued their chartered course, through the blinding storm, etc. (for further details consult standard descriptive conventions). What with leaks in the roof, and side curtains which insisted on blowing open, and wise cracks which outdid the thunder, the ride was rather more than mildly exciting. And when we got to the park and pulled up at Kane's Inn, things got climactic, for we were there but couldn't make a landing without considerable dampening, which wouldn't do for a scheduled bone dry picnic.

Now, as some wise bird has observed somewhere or other, crises bring out the real stuff in a man. We heartily concur in such sentiment, for we discovered in the dire stress of the situation an embryo hero, i. e. (we refuse to spare him the embarrassment) Pat Maloy. We put it up to the reader, when a fellow will run all



M. B. Downing, Genl. Supt. of Traffic of the Pennsylvania Company, and a number of other well-known Philadelphians at the Cottage Green gathering

the risks of wading barefoot in several feet of water with several gallons more pouring down on his head, in order to find a safe landing for some score or more damsels, he's some Don Quixote, n'est-ce-bas?

Anyway, to make a long story short, we finally got landed high and dry. After

that things tamed down. There was dancing and bathing and dining and potato-racing and picture-taking and all the other concomitant activities. The real tragedy of the occasion was the postponement of the long heralded baseball game between the married and the single men.—R. V. S.

The third annual outing of Providence Traffic Branch 49 was held at Duby's Grove, Sunday, July 2. Transportation was by special car, leaving the Union Station at 10:30 a.m.

Lunch was served at 12 and after that a baseball game was played in which Gladys Eldred displayed great skill at hitting and pitching. Catherine Hackett also displayed great ability at sliding and we'll say she can slide. Helen Senior won the balloon race after much difficulty.

The day passed all too quickly and we soon found our special car waiting to take us home.—I. F. McD.

On Saturday June 10, the second annual reunion of the girls who had been to Cottage Green or any of the other authorized rest homes of the Bell Telephone Company of Pennsylvania, was held on the lovely grounds of that splendid rest home.

A number of the officials and about 200 girls attended and took an active part in the merrymaking.

The Long Lines Department was represented by several of the officials, the members of the Welfare Department and some of our girls who had been patients at Cottage Green.—F. M. B.

Memorial Fund Jury Selected

THE plan of the Theodore N. Vail Memorial Fund provides that the President of the A. T. and T. Company shall appoint each year a national committee to award gold and silver medals for noteworthy public service of such conspicuous merit as to justify this special recognition.

In accordance with this plan, Mr. Thayer has announced his appointments in

the following letter.

"Trustees of the Theodore N. Vail Memorial Fund: In accordance with the resolution under which the Theodore N. Vail Memorial Fund was established, I appoint as a jury for the making of awards in recognition of acts or services performed during the year 1921, coming within the scope of the purpose for which the Fund was established, the following: Mr. N. T. Guernsey, Mr. E. K. Hall, Mr. D. F. Houston and Mr. H. B. Thayer. Mr. R. M. Crater will act as Secretary of the Jury.

Yours very truly, H. B. Thayer, *President.*"

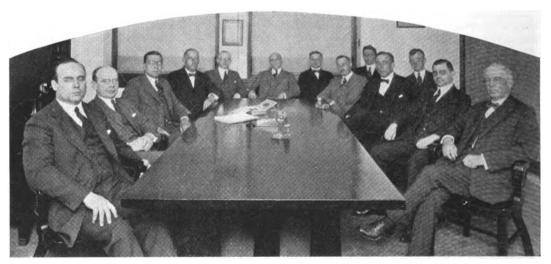
Mr. Thayer is the only member of the committee who served last year, in accordance with the practice to appoint to this committee a majority of new members each year. Mr. Guernsey is a Vice-President and the General Counsel of the A. T. and T. Company, Mr. Hall is a Vice-President of the A. T. and T. Company, and in charge of personnel and public relations. Mr. Houston was formerly Secretary of Agriculture and Secretary of the Treasury and is now President of the Bell Telephone Securities Company.

Pole Saves Street Car

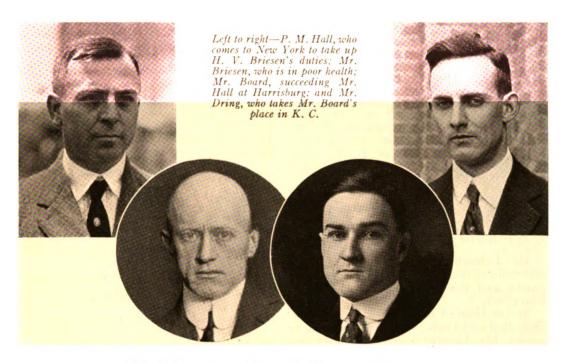
At 12:45 p. m. one day lately Birmingham lost several wires on the Birmingham-New Orleans line. A lineman was ordered to the location of the trouble, pole 289, at 1 p. m.

On arrival at pole 312 he found a street car on the Birmingham-Bessemer line had been derailed by a nut placed on the rail on a curve. The car, leaving the track and going down an embankment, hit pole 312. This pole, a big 50-foot pole, held the car, which was loaded with people, from turning over and going into a ditch.

It was some time before all wires could be cleared, as the pole had to be propped, and the street car people were trying to get the car back on the rails. All wires were cleared at 4 p. m. Seven people were slightly injured. But for the pole several people would probably have been killed.



The General Plant Manager's latest conference with division superintendents and other heads of his department. Seated at the conference table, left to right, are: L. N. Stoskopf, Service Supvr.; J. L. McKay, Div. Plant Supt., Philadelphia; T. G. Miller, Genl. Plant Manager; A. S. Campbell, Genl. Supvr. of Lines; T. N. Lacy, Div. Plant Supt., Atlanta; W. D. Staples; G. H. Quermann, Div. Plant Supt., St. Louis; S. Hogerton, Div. Plant Supt., Chicago; L. S. Crosby, Supvr. of Instruction; L. R. Jenney, Div. Plant Supt., New York; C. F. Craig, Plant Accountant; F. M. Evans, Supvr. of Records; S. C. Ingalls, Supvr.



Shifts in the Plant Team

HE absence because of illness of Division Plant Engineer H. V. Briesen, Division 1, New York, makes necessary an organization change affecting three other men in different parts of the Long Lines territory. The first is P. M. Hall, who leaves Harrisburg, where he was district plant superintendent and now comes to New York to take the position of division plant engineer.

Mr. Hall graduated from Worcester Polytechnic Institute in 1907, becoming an equipment attendant at Providence shortly after leaving college. He was made chief equipment man at New Haven, in 1911, and was transferred to technical work in that city two years later. In 1916 he became district plant superintendent at Harrisburg and has held that position until the present.

A. R. Board succeeds him as district plant superintendent at Harrisburg. He also began work with the Long Lines Department soon after graduating—from Ames College, Ia.—in 1911. He was successively equipment attendant, chief equipment man, division inspector, technical employee and division plant engineer, at Kansas City and St. Louis. Since 1919 he

has held the post of district plant superintendent at Kansas City.

The new district plant superintendent at Kansas City is G. S. Dring, who was previously in charge of service results in the General Plant office, New York. He is another who went from college directly into the Long Lines Department, when he graduated from the University of Missouri in 1914. From equipment attendant at Kansas City he was sent to the Division 5 office to do inside equipment engineering, and then, in 1917, to the General Office.

When the schedule for the new Boston-Worcester cable was discussed with General Cable Foreman O. J. McComsey he exclaimed, "Gee whiz, that's about 50 per cent. faster than the usual time for splicing a cable of the same number of splices, and much of the work is to be done in February, March and April in icy or wet manholes, with bad road conditions. But if it can be done we'll do it. And it will be done right."

In saying this, O. J. knew the backing he had in Splicing Foreman Earl Riley, Ed. Yost, L. A. McComsey and Assistant Splicing Foreman Dan Keesey and their forces, who all got busy right away.



H. O. Leinard

With A. T. and T. Company

HOWARD O. LEINARD, of the Ohio Bell Company, has become a member of the staff of E. K. Hall, Vice - President of the A. T. and T. Company. and has resigned his duties as general contract agent of the Ohio Bell Company to take up his new position.

Mr. Leinard's duties will be confined primarily to relations with connecting companies and his headquarters will be in Cleveland.

At the time of the consolidation of the Ohio Bell and Ohio State Telephone Companies, Mr. Leinard was general manager and treasurer of the latter organization, which was said to have been the largest independent telephone company in the country. After the consolidation he was made division manager of the Ohio State Division.

"O Promise Me"

Plant Branch No. 61, of Pittsburgh claims the distinction for efficiently combining the offices of president and secretary. This change in organization was made effec-

tive June 3, when President Mont C. Emrick moved that Secretary Betty McLean be acclaimed his bride. Needless to say, this motion was unanimously approved and happily seconded by the entire membership for there is no couple more loved or more popular in District 23.

Mr. and Mrs. Emrick have just returned from their honeymoon, the trip having extended from coast to coast. On June 21 A. C. Stowers, Technical Man, married Miss Catherine L. McQuillen of Pittsburgh.

Miss Marion Lynch, formerly supervisor at Morrell Park, Chicago, changed her name not long ago and is now Mrs. Lusir. The brother of the bridegroom performed the ceremony.

When Miss Lucy A. Lurcott, General Traffic, New York, left to be married to S. E. Jackson, her associates decorated her desk and presented her with an iced tea set. They also gave the bride- and groom-to-be a rousing send-off.

Don't Shoot!

(Inspired by our recent poets' page)

Oh mister editor! Take a look— Us bards did catch it in your book. We must admit you gave us space, And likewise did it with good grace.

But please hark back a year ago, When 'cross the country you did throw A message clear and very sweet To help young *Long Lines* to its feet.

And now your retribution's come; We poets 've hit you like a bomb. You'll get our verse. Perhaps you'll curse— But then, you know, it might be worse.

-Pom, N. Y.



President Mont C. Emrick and Secretary Mrs. Betty McLean Emrick, of Plant Branch 61, Pittsburgh

"Let me kiss those tears away, sweetheart," he begged tenderly.

She fell into his arms and he was very busy for a few minutes. But the tears flowed on.

"Can nothing stop them?" he asked breathlessly.

"No," she murmured. "It's hay fever—but go on with the treatment."

-Swiped.

First Twelve Chapters of Pioneers

N granting charters to the first 12 chapters of the Telephone Pioneers of America and in admitting 541 new members, the executive committee at its last meeting accomplished two pieces of legislation of vital importance to the organization. The establishing of the chapters was the outcome of the action of

the association at its last annual meeting in October, 1921, when the constitution and by-laws were altered and enlarged to provide for such a move. Enthusiasm for the chapter plan of organization was responsible for the record breaking number of new members admitted. Most of them came from territory covered by the New York Company.

In order to enlarge the scope of the organization's activity and to extend its influence, the membership assembled at St. Louis last year authorized the establishing of the chapter plan of operation. In this way Pioneers can meet much more frequently than under the old way, and it is felt that the benefits resulting from such gatherings will be correspondingly increased.

The first twelve chapters are already in operation, while the work of organization of others is completed in nearly all of the territory covered by the Bell System. The exceptions are the territory covered

by the Bell Company of Canada, and the Pacific Company, but it is hoped that before long chapters will have been established in those sections also.

Any Pioneer living in the territory embraced by a chapter is eligible for membership in that chapter. It makes no difference whether he is employed by an associated company, the A. T. and T. Company, the Western Electric, an independent or a connecting company. Even those who have severed their connection with the telephone industry may join a chapter.

The first 12 chapters which were granted charters at the last meeting of the

executive committee include the following: Theodore N. Vail Chapter No. 1, with headquarters at Chicago, covering Chicago

and the surrounding towns.

N. C. Kingsbury Chapter No. 2, with headquarters at Cleveland, covering the territory of the Ohio Bell Company.

Kilgour Chapter No. 3, with headquarters at Cincinnati, covering Cincinnati and the surrounding towns.

Chapter No. 4, name to be selected later,

with headquarters at Milwaukee, covering the state of Wisconsin.

Empire Chapter No. 5, with headquarters at 15 Dey Street, New York, covering the territory of the New York Company.

Liberty Bell Chapter No. 6, with headquarters at Philadelphia, covering Philadelphia and the surrounding territory.

Central Pennsylvania Chapter No. 7, with headquarters at Harrisburg, covering that city and the surrounding counties.

Rocky Mountain Chapter No. 8, with headquarters at Denver, covering the Mountain States Company territory

Morris F. Tyler Chapter No. 9, with headquarters at New Haven, covering the Southern New England Company's territory.

Chapter No. 10, name to be selected, with headquarters at Detroit, covering the State of Michigan.

St. Louis Chapter No. 11,

with headquarters at St. Louis, covering the territory of the Southwestern Bell Company.

H. G. McCully Chapter No. 12, with headquarters at Newark, N. J., covering the territory of the New York Company in the State of New Jersey.

In addition to the chapters already operating, preliminary organization work has been completed on chapters to be established in the territory of the Chesapeake and Potomac Company and the Indiana Bell Company, in Omaha, Neb., Des Moines, Ia., Minneapolis, Boston, Springfield, Mass., Portland, Me., and Atlanta.



J. K. Hommer, District Line Inspector, Pittsburgh, has had over 30 years experience with outside plant. At present he is fast recovering from a serious operation

Cleveland Girls Win Trophy

INNING the bowling tournament cup is just a per cent. completed habit formed by our girls in Cleveland. Completing a call and winning a game are their hobbies. Enough pins fell during the bowling season to give them 59 games won out of 60 played.

Our captain had the highest individual average in the tournament, while the Misses Krueger, Kubik, Meier, Nugent and Walters knocked down as their share

of pins enough to take the cup.

The girls like the cup so well they have decided to keep it. Miss Blickert has promised the use of her prize ball next year, so look out for Cleveland.—H. A. L.

A Twice Told Tale

As related by M. Quinlan: "I had a thrill to-day when R. L. Bodine demonstrated to my entire satisfaction the physical law that a moving body can be stopped by an inert body not in motion. His Lizzie was not there with the goods when he tried to push a truck out of his way. The contact was short and snappy and no one was hurt but Lizzie who had her frame shaken up a bit."

As told by R. L. Bodine: "Yesterday being Saturday the Long Lines factory on West Washington Street, Chicago, closed at noon.

Mr. Quinlan and I decided that instead of going to a matinee we would drive out to Section Lineman Mager's home and make an audit.

"The street through which we were obliged to go was congested with traffic and we went pretty much at low speed all the way to Forrest Park. At a point about one mile from Mager's home traffic was halted at a crossing. Before me was a heavy truck. I tried to stop but my foot slipped off the brake and hit

the accelerator. I immediately pressed all my strength on the brake, but it was too late.

"For a moment Mr. Quinlan's abundant locks stood on end and the ivories in my chewing department rattled so loud that the noise could be heard all over Cook County. I lessened the come-together somewhat, but after thorough investigation found my radiator completely out of commission and my two front lamps pointing skyward. One glass was reduced to atoms. However, I managed to reach a service station, have repairs made and we were on our way inside of two hours."

Shifts in the Line-up

Traffic

E. W. Lee, Traffic Supervisor, St. Louis, to Traffic Supervisor, Chicago.

Margaret F. Foster, Welfare Supervisor, Philadelphia, to Division Welfare Supervisor.

Matilda De Mezza, Senior Operator, Philadelphia, to Supervisor.

Nettie Gallagher, Operating Room Observer, Philadelphia, to Supervisor.

J. E. Hawkins, Division Office, St. Louis, to Service Supervisor, Philadelphia.

Avis Bartlett, Senior Operator, Chicago, to Supervisor.

Plant

W. N. Hamilton, Testboard Man, Omaha, to Chief Testboard Man.

T. Redden, Technical Employee, Pittsburgh, to District Inspector.

D. H. Woodward, Acting Division Plant Engineer, Atlanta, to Division Plant Engineer.

\$

It always pays, remarks Forward, to make an inventory of the merits of people you may not like.



Cleveland girls bowling team which won their league cup, taking 59 of the 60 games played. Left to right they are, Misses Walters, Krueger, Nugent, Meier, Blickert and Kubik

Springfield Sees Wicks Get Vail Medal

THE Highland Hotel, Springfield, Mass., was the scene of significant ceremonies, when at a banquet on July 10 Clarence A. Wicks, Section Lineman, located at Greenfield, Mass, was

presented with his Vail medal.

This was in recognition of Mr. Wicks' meritorious service rendered last winter when Springfield and the surrounding territory were in the throes of the great ice and sleet storm. It was awarded through the special committee on awards, and was duly presented to him in the midst of a gathering of Long Lines Department officials and employees, with a large representation of guests from the New England Company.

Among the guests were L. R. Jenny, J. S. Bridger, T. G. Miller,

J. S. Bridger, T. G. Miller, T. T. Cook, and L. S. Murphy, all of New York; C. C. Quimby, Boston and R. J. Lister, New Haven. From the New England Company came W. B. Northrup, H. L. Jones, G. W. Hayden and C. J. Quinn, all of Springfield. In addition there was a large representation from several other New England points.

William H. Kavanagh, for 37 years an active, loyal and conscientious employee of the Company, and "sixty-some odd years young," acted as toastmaster and conducted his duties in a witty and effica-

cious manner.

Following Mr. Kavanagh's formal opening of the exercises, in which he greeted and welcomed those present, C. C. Quimby took the floor.

In language marked by great impressiveness and with an eloquent description of the events which led up to the recognition of Mr. Wicks' service, Mr. Quimby presented him with the award. With it went a lapel button suitably engraved and the citation of his distinguished services.

In his reply, Mr. Wicks began by saying that he was no public speaker and didn't know how to make a speech. Thereupon he proceeded to deliver an address which was easily the feature of the evening. A number of other addresses followed the presentation.

At the conclusion of the speech making, a delightful entertainment and musical program was provided through the courtesy of the local branch of the New England Company. Messrs. Kavanagh, Watson, Dixon and Bennett rendered a number of songs. The Misses Lauretta Lynch, Mary Hallihan, Alvina Petralak and Ruth Dumond gave a series of solos, which received enthusiastic applause. Miss Lauretta Driscoll executed a series of fancy dances.

Upon the conclusion of the business session of the June 23rd meeting of Plant Branch 26, Springfield, the members were

addressed by Mr. Keyes, of Providence, on the subject of his recent tour of the Western Electric Company's Hawthorne plant. He discussed and exhibited several pieces of apparatus in the course of construction. The vacuum tube detector, used in wireless operations, attracted the most interest.

C. C. Quimby, Boston, and Chief Testboard Man Lawson, Hartford, were present and addressed the gathering. Following the addresses the guests were entertained at luncheon by Messrs. Steele and Matthews, while the other members repaired to the Smith bowling alleys and began to limber up for a contest between four local teams.—W. A. W.



Misses Louise Reid, Instructor and Gertrude Lampen, Supervisor, both of Pittsburgh, start out for a stroll along the beach at Atlantic City

A motorist came upon another whose machine had broken down on the road. In the disabled car sat a woman.

"Need any help?" inquired the new

comer, courteously.

The other man lifted his flushed and grimy face from under the hood. "Yes," he replied, "Answer my wife's questions while I'm fixing this infernal engine."—Ex.

The Radio of Romance

E were sitting on the deck of the yacht drinking in the beauty of Pensacola Bay. There was a gloriously clear, starlit sky, a full moon, and wind and water just right. One of our number, a young lady well known for her fine soprano voice, burst into song and at her top register sang the first verse of "Nancy Lee."

A large steamer was slowly passing us. We could plainly see several people on the upper deck and when the first verse of the song ended, they clapped and shouted

"Bravo! Bravo!"

Then a splendid baritone voice from the steamer sang the second verse as the boats slowly and softly glided past each other. When this verse was finished it was our

turn to clap and shout. Our songstress sang the next verse and the baritone joined in, until his voice died away in the distance.

About a year afterward, our soprano had been dancing with a young English officer at the annual ball of the principal hotel in Pensacola. When the music stopped they sought the cool piazza. Just as the lady young stepped through the long, open window to the gallery, she hummed a bar of "Nancy Lee." Instantly her escort stopped, and with a surprised note in his voice, said: "Why, that reminds me of a very pretty incident that occurred down the bay

when I was last here, about a year ago." He was the baritone, and shortly after this they became engaged and were married.

Query: Was there an electric current from yacht to steamer of greater energy than any radio wave known?—F. B. T.

Triangular Team Work

Team work between one of our night operators at New York, the Rockville, Conn., night operator, and a member of the

Rockville police force, resulted in a completed call the other night and earned us the gratitude of one of our subscribers.

At 11 p. m. a subscriber asked us to reach Elizabeth Kob at 30 Elm Street, Rockville, Conn., to tell her that her mother was dying. There was no telephone listed under the name of Elizabeth Kob at 30 Elm Street. However, the Rockville operator advised that there was a mill also at that address.

The mill telephone was tried and a verified DA report was received for the mill telephone and our subscriber notified accordingly. Our operator then suggested that a messenger be sent to the address given and the subscriber consented.

The Rockville operator notified us that there was no messenger service, but that she might get the policeman on that post

to have the watchman answer the telephone at the mill. This was done. The policeman notified the party and the call was completed at 12:10 a. m.



M. F. Collins, Philadelphia Plant, evidently has been inspired by reports about Vacation House, the Quaker City operators' cottage at Atlantic City, to do this sketch

Boston-Worcester Cable

(Continued from page 10)

could be finished and the tests completed.

Circuits were connected through from Worcester to Boston on June 2 and a circuit was put up between the Boston and New York offices on June 3 by way of the cable from Boston to Worcester with a telephone repeater in on the circuit at Worcester and it was so clear it seemed as if the distant

office was only in the next room.

In the performance of this work there was the closest co-operation on the part of the Western Electric Company and the various departments of the New England Company, the A. T. and T. Engineering and the Long Lines Departments that made possible the meeting of schedules, the installation of this cable in record time, and raised former high standards of workmanship and mechanical and electrical requirements to still greater heights.

"Oh, Boy! Dividends!"

E was an old employee, one of many of his kind, as fine a set of fellows as ever lived. Diamonds in the rough, they are, and true as steel when

emergency requires.

He was a skilled lineman, and a horse for work, as they say in Indiana; but he was never greatly worried when a job was finished whether or not the unused material, such as tie wires, eye bolts, and other things of like nature, were ever gathered up, or whether the scrap copper was looked after.

Not long ago, however, he decided to subscribe for stock of the A. T. and T. Company under the employees' stock plan. Some one explained the operation of the plan to him and for the first time in his life he grasped the idea that efficiency means more than working hard and includes, among other things, economic co-operation or economy of operation produced by a community of interests between employer and employee.

He learned that there are certain expenses that the Company must meet before anything can be paid to the stockholders. One of these was the cost of material used in the building and main-

tenance of lines.

"Suppose all of our employees threw away the material they had left over when they had finished a job," said his informant, who knew about the veteran's methods.

"Just imagine the hole that would be made in the Company's revenues, and figure out how little there would be left for the stockholders."

Now that he was a stockholder himself, a blow at the dividends hit the lineman pretty hard. He went back to work with an entirely different point of view from his former one. Not only did he carefully pick up everything in sight when a job was finished, but woe be to any fellow workman who failed to do likewise. He would immediately hear the admonition, "Oh, boy! Dividends!" which reminded him that he was not keeping as sharp an eye out for the stockholders' interests as he might.

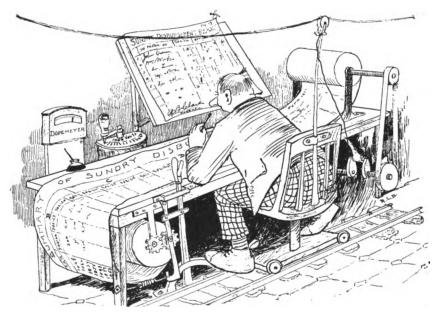
And so well did the other employee stockholders appreciate the value of the expression that it has passed from one lineman to another, and "Oh, boy! Dividends!" has become the slogan of many of the gangs. —W. J. Morgan, jr.

When We Make 90 Per Cent.

At this rhyming stunt we hain't so good, But whatever this is, it's the best we could; The windows we open, the windows we shut, But that 90 per cent., it wouldn't stay put. Oh, we coaxed it this way, and coaxed it that Next time we'll use a lead-filled bat. That 90 per cent., we discuss it at meals; It brings forth the smiles and brings forth the spiels, And when we do catch it, I know what we'll do: We'll shoe it right well with a 96 shoe. The size may be large, but b'gosh, we all know It will then have a chance to continue to grow.

—M. T., Omaha.

"This machine was produced by Dr. R. L. Bodine, the famous engineer, artist, and traveling auditor, at the request of and from requirements furnished by the Division 1 Plant office," writes our informant. "The development of this wonderful mechanism was directly due to a recent change in the method of accounting for automobile expense"



Expensive Fireworks

OTWITHSTANDING the fact that our printing telegraph service is growing rapidly, and even at present has reached proportions of no little importance, not a great many articles bearing on incidents in connection with this class of service have appeared in *Long Lines*.

An incident which stands out in my mind right at this minute occurred at Lansing, Mich., which point is in operation on the United Press Association's printer system No. 7,541, and happened a few months ago. A report was received from the subscriber that intermittent trouble was interfering seriously with the machines, and our able maintenance man, Mr. Coates, of the Michigan State Company, hopped over to the U. P. office to investigate.

About the time Mr. Coates thought he had a location the trouble disappeared. When he had gathered up his tools and was wondering what the trouble had been, the trouble reappeared. This condition kept repeating, and Coates came to the conclusion that the line wire itself was in trouble and proceeded to notify his wire chief.

This brought the wire chiefs at both Lansing and Detroit in on the circuit to locate the trouble, which still kept coming and going. It took but a short time for the test forces to determine that they were

losing the ground, which connection was made at the subscriber's station.

Upon receipt of this information Mr. Coates explored the building in which the subscriber's station is located. Upon reaching the basement, to his amazement he found half a dozen plumbers working with the water pipes, the source of our ground connection. They had found on disconnecting a section of pipe that it caused a flock of sparks to flicker from the end of it. This was a new experience and they were amusing themselves by touching the pipes together and then taking them away in a contest to see who could produce the most sparks.

The interference to the printer service, where so much depends on this particular ground, is obvious. The service at Lansing employs one of the new two-way polarized terminal sets and it was at first thought that this unit was the only one capable of causing a trouble so mystifying.

The moral to this little story is: Always procure your ground connection on the sidewalk side of the meter, as per Plant bulletin 119, appendix 21, page 1, dated December 2, 1919.—H. P. W.

The summer visitor entered the Main Street store of the village and said to the clerk: "Let me have the Letters of Charles Lamb."

"Post Office right across the way, Mr. Lamb," answered the clerk, politely.

-Annexed.



"About the time Mr. Coates thought he had a location the trouble would disappear"



"They were amusing themselves in a contest to see who could produce the most sparks"

HEN Max returned from the Division Council she brought the pig. To elucidate: Maxine G. Broderick, President of Branch 116, Joplin, Mo. Max says she's Irish; so is the pig.

Trafficers have a fondness for codes. The latest addition to our force was named KOH, called Kohly for short and Keep-Out-ofthe-Hospital for long.

"For every deed under the sun.

There is a reason or there is none.

If there is one, go and find it,

If there be none, never mind it."

There is, in this case. New York and St. Louis were daily dozening, so why not Joplin? About this time all of Division 5 were working on cheer-up funds. We were glad to do our part, but if Chinese doctoring might lessen a future need, that should have a part of our interests too. Fun! we had a bushel of sport getting started on the Daily Dozens.

Now for the pig. Kohly was to be our first aid to a provisional estimate budget. It's pretty nearly an

axiom that where our voluntary pennies go, there also are our interests. Time has proven Kohly to be a voracious feeder, though differing from a coin-box telephone in that pennies are the extent of it's digestion.

As the land of a million smiles began blossoming out, hikes supplemented the Daily Dozen and developed into the Weekly Thirteen. The heavenly twins were our most ambitious hikers, doing a 20.74 mile stunt one relief day. Lest it might be supposed that our attendance



Miss Maxine G. Broderick and the handsome pet she presented to the Joplin office

Pennies for the Pig

By Miss M. E. Waterman, Joplin, Mo., Traffic suffered from over - zeal, we'll pause to note that the light-haired twin worked the all-night tour and the dark-haired twin came on duty at 7:00 a. m. next morning.

Outdoor air does wonders for the disposition. We grew less selfish. It seemed imperative to share the beauty of the Ozarks, so it became a la mode to go walking and take a horse. Thus horseback riding was our Bi-monthly Fourteenth.

Our friends, the Plant, wouldn't allow us to forget the completed call per cent. if we would; and we wouldn't if we could. A moot question arose. Would a call be in better health if its operator were to report, for instance, "Mr. Jones has not come in," or "Mr. Jones has not came in." Caught red-handed in an error means a penny for the pig.

This is merely a gentle hint that the completed per cent. and the service for which it stands calls for our best and we are the losers if we slip. A vase of flowers invites an attractive background, sometimes a dust cloth man-

euver. Phrases alone never make tickets talk, but the more heartfelt the courtesy we can put into our work the finer job it is going to be.

This two-way health crusade involves a matter of high finance. When our speak-ometer indicates that it is an *error* penny for the pig, Kohly accommodatingly wears a coquettish red bow.

We are proud of our mascot and take pleasure in exhibiting it to friends. If they have no pennies it's too bad for the pig; if they have, it's too bad for the visitors.

A Question Campaign

ID you ever stop to think how many times you have had to say "I do not know"?

Or could not explain why you did so and so a certain way?

Do you realize that if we got the right angle on our jobs there would not be one-

quarter of these "routine jobs" you hearsomuch about?

The road is wide and the opportunities are numberless. Go to it. Start a question campaign. I have never yet met a telephone man in a supervisory position who was unwilling to impart information if he had it, or if he did not have it was unwilling to try to get the answer.

Do not do anything you do not understand. Get a story and be sure you have the facts. Study the job and prepare yourself to answer any question pertaining to it. The result will be an awakened interest that will surprise you regardless of how long you have been in a rut.-H. W. E.

Well, to get back to my story.
One of us walks up to that end of the room.
To get a drink of water.
And we are told that.
They are talking about horses.
And are trying to decide.
Just where a horse's heel is.
Now, what has that to do with traffic?
You can search me.



Sunburn and Ivy Poisoning

SUNBURN: Treat as in first or second degree burn; that is, burns where skin is either simply reddened or where blisters have formed. Bathe area in a cool solution made by dissolving a level teaspoonful of bicarbonate of soda in a glass of water. Allow solution to dry on burn. Apply plain white vaseline or cold cream made from the oil of almonds. (This can be purchased in any drug store). As symptoms recur, wipe off and repeat the application.

the application.

IVY POISONING (after being exposed):
Wash the area vigorously several times in an abundance of hot water with strong laundry soap, finally rinsing with plenty of hot water, followed, if possible, with gasoline or alcohol.

(After rash first appears): Make a paste of strong laundry soap about the consistency of lard. This can be done on the stove in a small tin. Plaster it thickly over the area involved. Renew twice a day working with an abundance of hot

over the area involved. Renew twice a day, washing with an abundance of hot water (for not more than two days). After active signs have stopped, use cold cream or white vaseline as healing agent.

Medical Director

Or with completed per cent. for that matter

But it seemed to interest them.

So why talk about it any longer.

Gee, but we've had some rip snortin' days.

In Walker Street.
And rip snortin' days mean.

Hard work for every one.

But I suppose we're not the only ones.

And when you come to think of it.

We always seem to be happier when we're busy.

So why kick.

Especially as we continue to see so many army officers.

As we've been having around here lately.

Fifty - six of them one day.

And the next week 50 more.

Which Heel, Hortense?

Do you know anything about the anatomy of the horse?
It's lunch time.
The dining room is not over quiet.
As it usually isn't.
When we notice a heated discussion.
Over in the southwest corner.
At the big table. If you don't know it.
That's where the men Trafficers sit.
Or eat. Whichever you like.
For they seem to do enough of both.

And even with the radio station. Attracting so much interest.

Attracting so much interest. And the service committees.

Visiting other operating rooms in the building.

And the Association Branches.

Having moonlight rides without the moonlight.

And some of the girls going on their vacations.

Nobody seems to have any unusual trouble. Making the tickets talk.

In the Tower of Speech.—Hortense.

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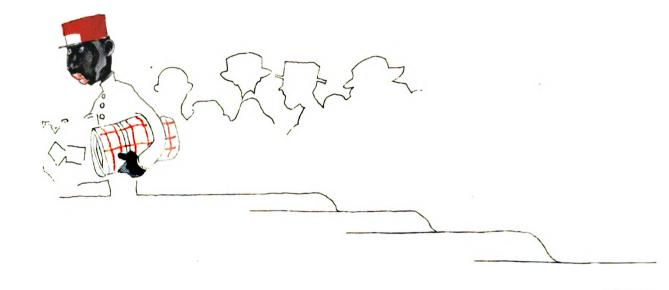
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ALL-A-BOAR-R-RD!

NE seventeen Mount Royal express track number 'leven first stop Morrisburg Sunville Radley Beach Tisbury Park Carney's Corners Big Bear Lake Moonrise Saint Pierrot Mount Royal one seventeen track number e-e-leven."

There you are. That's what you've been waiting to hear—for ages, it seems. Hastily you gather up suitcase, umbrella, coat and speed across the waiting room. There's really no hurry; the train doesn't leave for at least twenty minutes. But you have a feeling that you won't really be on your vacation until you've passed the gates leading to track eleven.

It's the all-set-to-go feeling that counts. You may be headed for the mountains, the seashore or the open country. No matter. Yours is the thrill of going somewhere, of seeing something different, of being on your own. Vacation's hours of enjoyment hold few more delicious moments.

TONG, TINES,

September

1922



Howell Tests Our Cover

ARTIST HOWELL is nothing if not obliging. He went ahead with our cover illustration while we grabbed half a vacation, and had it—all dolled up in waxed paper—lying on our desk when we got back. Neatly clipped to the waxed paper was a letter yielding copy for these paragraphs.

yielding copy for these paragraphs.

"Here," he writes, "is your September cover. A thorough test shows that it registers instantly with those whose wives have gone to the country. But our unmarried friends pooh-pooh the idea of any one being glad to have a wife come home.

"That is the situation and it is up to you to decide whether the drawing comes up to the standard set for Long Lines' covers. Personally, I don't know a great deal about long distance telephoning, beyond the toll slips accompanying my bills, and as my wife never goes to the country—for we live there all year 'round—I'm willing to abide by your judgment.

"There's one thing that I am sure of: about the only reversed long distance charge I'd be really glad to accept would be one from Mrs. H. announcing her early return from anywhere."





The Telephone's "Inventor Emeritus"

OW both Vail and Bell have gone; and we who carry on the service that had its origin in the fertile mind of the young Scotch professor may well pause to consider what manner of man he was.

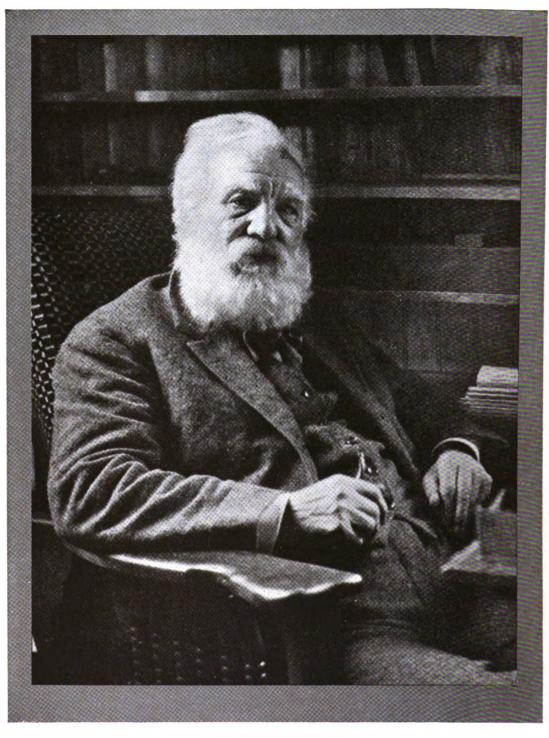
Here was no thinking machine, in the stern and cold meaning of the phrase. First, last and always, the inventor of the telephone was intensely human. His main object in life was to develop the power of speech in the deaf and dumb, and it was while engaged in this work that he had his vision and declared, "If I can make a deaf mute talk, I can make iron talk."

For months he wrestled with the absorbing theory. Then came a day when he burst into his assistant's room and declared he had heard the twanging of a reed over the wire. Followed shortly the historic summons to the same man: "Watson, come here; I want you." And about this time a Cambridge local expressman was telling our own John Belcher that Bell was a first-class fellow, but that he had a preposterous idea and not much money, and thereafter the professor was to pay cash in advance when he wanted any packages delivered.

A little later, Dom Pedro, Emperor of Brazil, lifted the obscure inventor from the depths by noticing his device and exclaiming, "My God! It talks!" This was the turning point, and from that time on recognition was not lacking. Acclaim reached its climax, perhaps, in 1915 when General Carty, in presenting the Edison medal of the American Institute of Electrical Engineers to the aged inventor, said: "As long as men can speak, your name will be spoken with honor and praise, and as long as men can hear they will listen with admiration and with gratitude to the story of your immortal achievement."

These are bits of the large canvas of his life. We mourn Bell, as we mourned Vail. But it is good to know that the inventor, like the developer, lived to see his ideas triumph; that both were chiefly interested in making the world a friendlier, more neighborly place; and that we—who may now take renewed pride in being part of the system called Bell—still have the privilege of furthering their plans.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 3 T. T. COOK, EDITOR SEPTEMBER, 1922



ALEXANDER GRAHAM BELL 1847 . . . 1922

BELL PASSES ON

By W. C. Langdon

HE Inventor Emeritus of the telephone has passed. Alexander Graham Bell died at his summer home near Baddeck, Cape Breton Island, on Wednesday morning, August 2, and was buried on the summit of Beinn Bhreagh in a grave blasted out of solid rock overlooking the Bras d'Or Lakes and the surrounding country just before sunset on Friday, August 4.

During the simple ceremony on the mountain top the entire telephone system of the United States and Canada for the space of one minute suspended service. No voice was heard upon the wires. There was silence over all telephone communication in tribute to him who had made tele-

phone communication possible.

As soon as word of Dr. Bell's death was received, H. B. Thayer, President of the A. T. and T. Company sent the following telegram to Mrs. Bell: "In behalf of all the men and women of the telephone system which bears his name, I extend our deepest sympathy and express our grief in the passing of Dr. Bell. History will record the inestimable value of his services to mankind, but we who are carrying on in the telephone art founded on his great discovery are peculiarly appreciative of his genius."

In reply Mrs. Bell sent the following message from Baddeck: "Thank the men and women of the Bell Telephone System for their message of sympathy. The consideration and affection they have always shown him whenever occasion offered has always touched me deeply and is my comfort now."

Dr. Bell was born on March 3, 1847, in Edinburgh, Scotland. On his father's side he was of Scotch blood, on his mother's English. The training, teaching and companionship of his father and grandfather were as important elements in his education as his attendance at the University of Edinburgh and later at University College, London. His grandfather, Alexander Bell (1790-1865), and his father, Alexander Melville Bell (1819-1905) were both elocu-

tionists, a distinguished profession in their day. The father worked out a system of symbols for the teaching of correct speaking based upon the form and action of the vocal organs. This system he called visible speech.

One of his pupils in phonetics suggested that this system would be useful in the school she had started for deaf children. At her request Prof. Bell sent his son to teach the system in her school This was the beginning of Alexander Graham Bell's life-long interest in the cause of the deaf

and devotion to it.

Tuberculosis carried off two of Melville Bell's sons and was threatening the third, Graham. So the father left all and moved to America, trusting to the bracing climate to restore his son's strength. He settled near Brantford, Ontario, about 24 miles from Toronto. A request for him to come to Boston to introduce visible speech into the schools for the deaf resulted in 1871 in his sending Graham in his place. It was not long before Graham Bell was well established in his profession as a teacher of elocution and of the education of the deaf. He was professor of the mechanics of speech in Boston University and had private pupils as well.

Even as a boy of 11 Graham Bell had evidenced his inventive ability. He learned something of electricity and was interested in it. On a visit to his grandfather in London he met Sir Charles Wheatstone, the English inventor of the telegraph. Nat-urally from that time on Bell experi-mented with telegraphy himself, and when he was settled in Boston he had already addressed himself to the solution of certain definite problems.

One of these was an adaptation of the phonautograph, an instrument for graphically tracing the shape of sound waves, hoping therewith to find a way to teach the deaf to speak. Another was a multiple harmonic telegraph which by the various pitches of musical tones would make it possible to send several messages over the telegraph wire at the same time instead of



Observing the march of the world from a window of his Washington home

one. Thinking along these lines, his very considerable knowledge of the sciences of phonetics and acoustics and of the art of elocution led him to the third problem, the possibility of transmitting the human voice itself over the telegraph wire. He worked persistently on these problems in his spare time in Boston and during his vacations in Canada.

Among Bell's private pupils in Boston were Georgie, the little son of Thomas Sanders, of Haverhill, Massachusetts, and Mabel the 17-year old daughter of Gardiner Green Hubbard, of Cambridge. Georgie was born deaf; Mabel became deaf through an attack of scarlet fever when she was four. Through these pupils Bell came into specially close relations with their fathers, and a business agreement was made whereby Sanders and Hubbard were to provide for the expense of Bell's experimenting.

They both of them believed in the

multiple telegraph, but at first they could not see any commercial value in an instrument to carry the voice itself over the telegraph wire. Accordingly they insisted that Bell should concentrate his efforts upon the multiple telegraph as a condition of their support. This he did, relegating the speaking instrument to vacation time and Canada.

At Brantford in the summer of 1874 he was working with a phonautograph in which he had a real human ear incorporated as a part of the instrument. While experimenting with this one day the thought came to him that a membrane was the right means for receiving the sound waves in his telephone. He also during that vacation thought his way to the essential principle that in his instrument the electric current generated by the voice vibrations must be continuous, like the sound waves in the air, not intermittent, like the types of electric current then generally used in telegraphy. His theory was correct, but he did not know how to make an instrument that would produce such a continuous or undulatory current.

During the winter and spring of 1874-1875 in Boston he worked on the multiple harmonic telegraph, for which the intermittent was the right kind of current. Much of this work he was doing at the shop of Charles

Williams, an electric supply maker and dealer, at 109 Court Street, where he had the assistance of a young mechanic, intelligent, careful and quick of work, Thomas A. Watson, to make his instruments for him.

Here it was on the famous afternoon of June 2, 1875, that, through the accident of the make and break contact of one of the transmitters getting stuck to the steel spring armature, Bell discovered how to produce an undulatory current and secure the transmission of the human voice over a wire—by having the point of contact fixed to the armature. So far as it can be said of any one time and place, it was then and there, June 2, 1875, in Boston, that Alexander Graham Bell invented the telephone.

That summer Bell worked on the improvement of his telephone at Brantford. At Brantford on September 21, 1875, he gave the first demonstration of it

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at which any of the public were present, and there he wrote out the specifications for his patent. On February 14, 1876, his application was filed in Washington, and on March 7, 1876, his patent, No. 174,465, was issued to him by the United States Patent Office.

It was not, however, until March 10, 1876, that he brought the instrument to such a state that entire sentences could be clearly heard over it. Then it was at his rooms at 5 Exeter Place, Boston, that Watson heard Bell's voice ring out, "Mr. Watson, come here; I want you."

The telephone once invented and patented. Bell's interest in it became less immediate. The cause that was closest to his heart was the deaf. The work to be done now for the telephone was its organization as an industry and the extension of its use over the country. Theodore N. Vail was the great genius of this development, whereas Bell was in no way fitted and had no inclination for it. To be sure he held a consulting position in the telephone company until 1881 and for many years he gave his assistance testifying in the successive suits of the telephone patent litigation, but in 1879 he had already moved to Washington and resumed his work for the deaf.

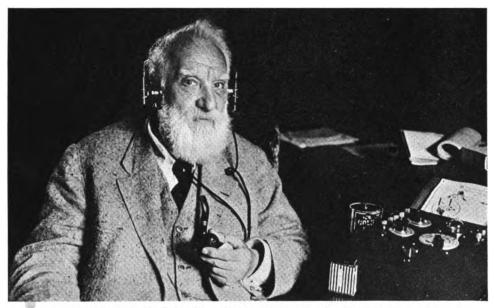
In 1880 the French Government recognized Bell's service to the world in the invention of the telephone by making him

an Officer of the Legion of Honor and by awarding him the Volta prize of 50,000 francs (\$10,000). This money Dr. Bell gave to found the Volta Laboratory, an association consisting of Chichester A. Bell, Charles Sumner Tainter and himself for the purpose of scientific experiment and invention, each pursuing his own lines of work but all uniting in certain common, probably remunerative, work.

Dr. Bell devoted most of his individual effort to problems of the deaf, while from the collaboration came the graphophone, the flat and cylindrical wax records and an improvement on the Edison phonograph. From the money received for these inventions \$100,000 was set aside in 1887 for the founding of the Volta Bureau.

The purpose of this bureau, as stated in its complete title, is the increase and diffusion of knowledge relating to the deaf. The bureau itself does no teaching and recommends no one method of treatment for the deaf. It conducts scientific investigations, maintains the best special library on the subject in the world, and places all its results and material freely at the service of the public.

He also founded the American Association for the Promotion of Teaching Speech to the deaf and has given it more than \$250,000. Around this work for the deaf all Dr. Bell's work and interests have revolved as in an orbit all his life. In this



Always abreast or ahead of the times, it seems fitting that he should have been intensely interested in radio developments

work, personally and through these institutions, he has rendered very great service to the welfare of his fellow men.

The circle of Dr. Bell's career as an inventor has been very wide. Closely related to his invention of the telephone were the telephone probe for the painless detection of bullets in the human body, and a telephone for the deaf. He was the first inventor of a wireless telephony. His photophone (Patent No. 235,199, December 7, 1880) was an apparatus for transmitting articulate speech along a beam of light by use of the variable electric resistance of selenium. Studies in the heredity of deafness led to the study of the principle of reproduction in sheep and in human beings, and so to the breeding of twinbearing sheep and to important studies in eugenics and longevity.

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The researches of his friend, S. P. Langley, led to a long activity in the field of aviation. In this he worked out the tetrahedral unit principle of construction, the man-bearing kite, and, with F. W. Baldwin, the hydrodrome, a boat set with hydrofoils which with high speed lifted the boat to the surface of the water, greatly diminishing the friction of its passage and enabling the boat to attain a speed of 71 miles an hour even in rough water.

Meantime the telephone under the masterful guidance of Theodore N. Vail and his associates has become not only a very greatly improved instrument, not only an intricate maze of telephone lines and exchanges, but a great public utility, a nation-wide means of regular communication.

In its organic form as the Bell System the telephone has done even more than this. Passing through a strenuous period of economic and industrial conflict the American people have been working their way from an epoch of competition to an era of co-operation. Steadily pushing its way more and more to the front by power of its ineradicable spirit of service the incorporated telephone has mightily stimulated this trend toward co-operation in the American people and in very high degree actually made it possible. This is the greatest contribution of the telephone to American life thus far.

Dr. Bell has always singularly appreciated what the research scientists and

engineers of the American Company and associated companies have done during the last forty years with his invention. The vast telephone system of the United States and Canada with its long lines, its circuit relays, its switchboard exchanges and its 13,000,000 of telephone stations in continual operation is a marvelous magnification and elaboration of the telephone that Bell invented and Watson made in 1875. But the essential principle is the same—as certainly as the full grown oak is the same as the seedling that first came up out of the ground.

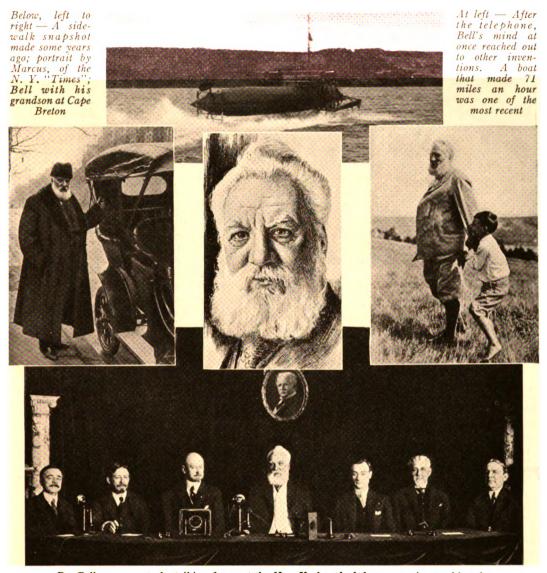
This identity in essential principle and extraordinary transformation by development were alike strikingly illustrated at the opening of the transcontinental line in 1915, when Dr. Bell, speaking from New York over the newly completed circuit to San Francisco, with a replica of his own original instrument of 1876 in his hand as a transmitter, said again, "Mr. Watson, come here; I want you," and Mr. Watson, hearing quite clearly over the 3,400 miles by grace of repeaters and other new equipment, replied that he would be glad to come, but that it would take him a week to do so now.

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Dr. Bell felt pride in the achievements of his successors in telephony as well as admiration for what they accomplished. With characteristic modesty he once said:

"Sometimes when I pick up a telephone to talk with some friend in San Francisco. in Florida, or in some remote corner of this great land, it begins to run through my mind what a wonderful convenience the telephone is to mankind. I often say to myself, 'What have I had to do with this? Is it possible that this is the same telephone that I worked and struggled over with Tom Watson and others for years, putting up with privations and loss of sleep to fashion? The answer, to be sure, is yes, but then I also say to myself that all great inventions as a rule are the product of many minds. No one man could have made the telephone so practical and so useful.'

Dr. Bell was probably the last of the great individual inventors. He himself alone made the great fundamental discovery of the principle of the telephone art. He himself alone invented the telephone. But since that time science has become almost incredibly specialized. Cooperation has necessarily taken the place



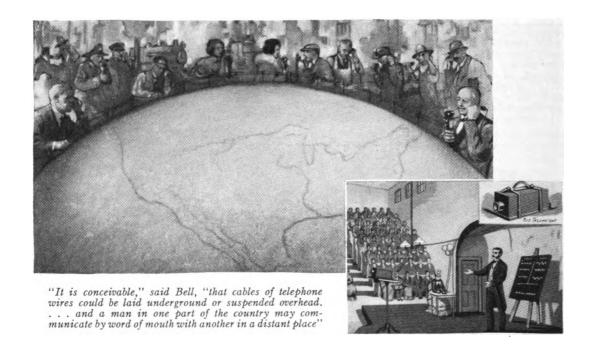
Dr. Bell was a central, striking figure at the New York end of the ceremonies marking the opening of the transcontinental line in 1915

of individual effort and of competition in science and invention as well as in business and industry. Dr. Bell too stepped forward with the organization of the Volta Laboratory into the methods of co-operative invention. He himself said of the inventing that has produced the present telephone system that he blazed the way, but the great discoveries and developments that followed called for the correlation of many minds.

Alexander Graham Bell was one of the giants of an earlier period. His was a joyous spirit, at once human and humane. It is a significant and happy thing that the

spirit of service, now so marked in the whole telephone system, is found to have dominated the entire life of its father, for in speaking of his work Dr. Bell once said: "I have worked for the result and not for the glory, and I am happy in my triumph over the difficult task I set myself."

There are approximately 250,000 employees in the Bell System. If each one of us devoted five minutes a day to helping a fellow employee on something he did not know it would mean 20,833 hours, or 2,604 working days, or seven years of instruction given each day.—H. W. E., N. Y.



AS I REMEMBER HIM

Personal Contacts With Professor Bell as Described by T. D. Lockwood, Consulting Patent Attorney, Retired

HE acquaintance of the writer with the inventor of the telephone dates back to the lectures de-livered by Dr. Bell in New York, in May, 1877. The third lecture, that of May 19, was the most interesting, and considering it in the light of subsequent achievement, clearly contained several well defined prophecies: the telephone exchange, the long lines, the sound-proof booth, the party line, and the person who holds a line busy to the exclusion of others.

Many telegraph men attended these lectures, and I distinctly recall that the consensus of their opinion at the end, in which, I regret to say, I shared, was that the device though practicable was not practical, and certainly could never be of much account commercially.

Professor Bell—he was Professor then as he looked at that time is fairly described by T. A. Watson, his associate, as "a tall, slender, quick-motioned man with pale face, black side whiskers and drooping moustache, big nose and high sloping forehead, crowned with bushy, jet black hair." It may be added that the lecturer was even then an accomplished speaker, characterized by a certain courtliness of demeanor, using precise diction, and obsessed by an earnest and profound confidence in the coming success of his discovery and inven-

Mr. Watson, who on the occasion of the third lecture was at Yonkers, a few miles up the Hudson, talked and sang for the benefit of the audience, and was by an effort of faith faintly heard; nevertheless the New York Times of the following day politely disavowed any belief in his existence and denominated him "the suppositious Mr. Watson.'

In response to the general invitation of the lecturer to meet him on the platform at the close of the exercises and ask ques-

tions, I did both.

I entered the Bell telephone service in July, 1879, having had an experience of 13 years in the regular and special branches of telegraphy; during the last two of SEPTEMBER, 1922 ONG INES

which I had become familiar with the competing telephones of the Western Union Telegraph Company and their operation.

Professor Bell, at that time, and for a year or two later, lived at Cambridge, Mass.; and he and Francis Blake were officially known as electricians of the company, although they did not have any stated duties.

Being myself a practical electrical engineer, I was in the habit of visiting Mr. Bell at his residence for occasional consultation. He on such occasions was hearty and cordial, and a most entertaining host, replete with both telephonic and miscellaneous information. He was much engaged just then in devising circuits and cables which should be free from inductive disturbance, and also busy with his experimentation in the transmission of speech by means of a beam of light, an invention which was nearly completed. This system he at first termed the "photophone"; later, as rays of other media were utilized, its name was changed to "radiophone."

He was deeply interested in perfecting this device, and was so good as to carefully explain its principle to me. He succeeded in getting it to work for very short distances, but as things turned out it was not of practical value.

On one of these visits I was so fortunate as to meet Mrs. Bell and speak with her, and as she was the first person I had ever seen who had been a deaf mute and had learned to speak, and by watching the lips of others to understand what was said to her, I found her a wonderfully attractive and instructive study.

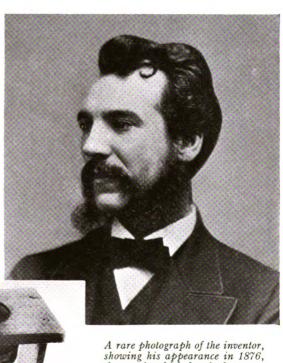
Dr. Bell presently removed to Washington and joined with others in establishing the Volta association, which contracted with the Bell company to assign to such company under certain

conditions any inventions in telephony that its members might produce.

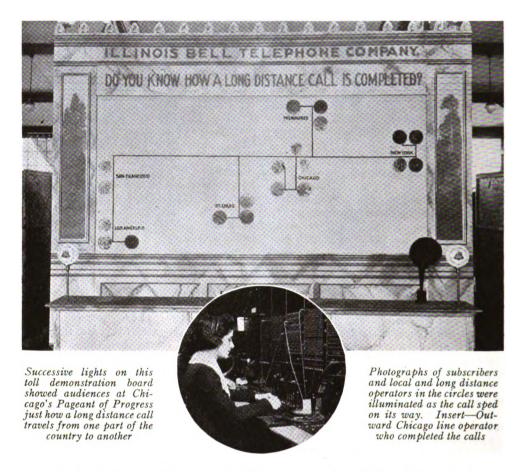
By this time I had organized and was at the head of the patent department of the telephone company, and it sometimes devolved upon me to determine whether certain inventions could properly be thus classified. In our discussions Dr. Bell, who considered himself as the friend equally of both parties, was most helpful by his quickness, candor and fairness; so that in the end we never found ourselves very far apart.

In 1885, the company and Dr. Bell became involved in what was known as the Government Suit for Cancelation of the Bell Patent; this suit being brought for no reason in the world except that the patent had proved invincible in court. It was in this suit that after much conference in which he, I and counsel participated, he gave the monumental deposition of "The Bell Telephone," a book published by The American Bell Telephone Company in 1908, and distributed to the associated companies. This deposition is a complete history of the telephone and comprises 285 direct, 597 cross, 11 re-direct, and 5 re-cross questions and answers.

Dr. Bell was present at the initial meeting in Boston of the Telephone Pioneers of America, and there delivered a striking address on early telephone days.



A rare photograph of the inventor, showing his appearance in 1876, the year in which the telephone was patented. Reproduced through the courtesy of the National Geographic Magazine. In the insert, the original instrument



CHICAGO DEMONSTRATES

Operators Show Sightseers at the Pageant of Progress How We Handle Their Long Distance Business. By B. C. Bellows, Div. Traffic Supt.

N 1921 Chicago had its first Pageant of Progress and according to present plans it is to be an annual event. The pageant was held on and around the two municipal piers that are a mile long and each about 100 feet wide. This year, as last, there were business exhibits of all kinds and others by such bodies as the Board of Health, State Committee on Water Ways, etc.

In a large auditorium talks were given daily by various prominent people and in the evening there was a musical show. Other entertainment features included motor boat races and swimming and diving contests. Just before each event of the daily program, it was announced to all

present through loud speakers provided by the Western Electric Company.

If you visited this year's pageant you were probably just pondering over the differences between various types of vacuum cleaners when a pleasant voice said: "Would you care to have a demonstration of how a long distance call is completed?" and found yourself opposite the Illinois Bell Company's exhibit.

The committee in charge of that exhibit selected Howard Church of the Long Lines to head a sub-committee to work up a toll demonstration. To start with, all the information he had was that a demonstration board similar to that used for local demonstrations could not be designed and

prepared in time for the pageant and also would probably be unduly expensive.

One of the Illinois Company division superintendents suggested that perhaps illuminated pictures could be used in some way. An accompanying picture shows the way the demonstration was developed. For each of the cities shown there was a colored transparency of a subscriber and of each operator, whether local or toll, who takes part in the completing of a long distance call.

Normally the pictures were dark. But there was an electric light and a reflector behind each and one of the Illinois Company's engineers got together sufficient machine switching equipment so that the demonstrator had only to operate a push button to have the pictures illuminated or dark as she proceeded with her demonstration. Each picture was illuminated only while the subscriber or the operator that it showed was taking some active part in the completion of the call. All of the operators were connected by a line which was used to represent a toll line, a switching trunk or a subscriber's line and any of these could also be illuminated during the intervals when they were being held.

Our other illustration shows the outward Chicago line operator who completed the call described in this demonstration. The demonstration to any point was always based on the standard single ticket method, as it was felt that any of our special methods would be too complicated for the type of audience we expected to draw.

As the demonstrator started, the Chicago subscriber's picture was illuminated, followed in turn by the line to the "A" operator, the "A" operator, the line to the recorder and the recorder. When the call was recorded these all went out and the outward line board operator's picture was next illuminated. The various lines and pictures were illuminated and darkened in turn as the demonstration proceeded.

At the end of the demonstration those present were directed to the calculagraph and representatives from the Illinois Company's toll force demonstrated the operation of the calculagraph, described the classes of service, and answered any questions which were asked about rates and other matters.

After the first few days, we discovered (Continued on page 34)



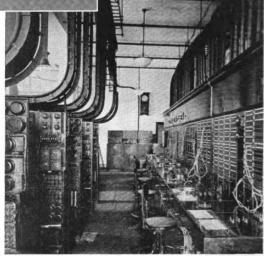
These operators told Chicago's public the how's and why's of handling long distance calls. Left to right they are Miss Scott, Illinois Bell; Mrs. Struven, Mrs. McLaughlin, Miss Murray, Long Lines; Misses Kessler, Illinois Bell; Hisey, Long Lines; Radtke, Voight, Roche, Illinois Bell, and Hahn, Long Lines

Testroom at 24 Walker Street, New York, with cables (overhead), message wire tables (center) and test and Morse boards (left)



Princeton, N. J. repeater station, where telephone repeaters (left) are connected in circuits of the New York-Philadelphia "C" cable





THE TESTROOM

Written by R. F. Ledbetter, Richmond Plant, in the Competition to Represent Fellow Employees on that Hawthorne Trip

PON entering the testroom one's attention is arrested by the myriad of wires pouring out of the cables and running hither and thither over the intermediate distributing frame. At a distance the soft glow of the telephone repeater bulb greets the eye, telling of its molecular disturbance in playing its part in the weaving of speech.

The first and most important piece of equipment to be considered is that of the testboard. The line wires are brought into the testroom through standard high grade underground cables and terminate on the main distributing frame. They are then cross-connected to the intermediate distributing frame. From this point the line wires are brought into the testboard and connected to the line jacks.

The telephone circuit then winds its way through the various types of apparatus in order to develop the many functions the circuit is expected to produce. From the line jacks the circuit goes to the line side of the composite set, through the composite set to the phantom coil into the drop jacks, and from this point to the operating room of the Traffic Department.

The composite set inserted in the line makes it possible to obtain two telegraph circuits which can be operated simultaneously with the telephone circuit. Simplex sets are used in the same manner, but only one telegraph circuit is obtained. The composite set contains retardation coils and balanced condensers, so arranged as to maintain an electrical balance and at the same time develop the Morse circuit and the telephone circuit without interference with each other.

The phantom coil interposed in the line makes it possible, with like equipment on another circuit of the same characteristics, to obtain a third or phantom circuit. The testboard also carries jacks for various types of coils and networks to be associated with different circuits in order to obtain an electrical balance, in case the circuit is associated with a telephone repeater.

ONG LINES

Composite ringers are provided for use on all composited lines, also simplexed or phantomed circuits as require their use. The composite ringer is used to improve the signaling between telephone operators located at the distant ends of the various circuits. The composite ringer transforms the 16 cycle ringing current into a current of higher frequency, which operates certain apparatus at the distant end. Ringing current of higher frequency is used in order not to conflict with the Morse circuit.

Voltmeters and Wheatstone bridges are provided on all testboards for use in testing, locating and measuring wire trouble.

Associated with the testboard is a board somewhat similar in appearance known as a Morse board. This board is wired so as to terminate duplex Morse apparatus, single line telegraph repeater apparatus, subscribers loops, and Morse line termi-Morse line terminals also have associated an auxiliary circuit, known as the lamp signal circuit, which enables the Morse subscriber to signal in the repeater attendant when his supervision is required to make the service on the Morse circuit satisfactory.

Storage battery supply of approximately

120 volts is used in connection with the handling of Morse circuits. This battery is brought through a Ward Leonard resistance and a heat coil from the storage battery supply bus - bar, thence to the distributing frame and cross-connected to the various apparatus requiring storage battery supply.

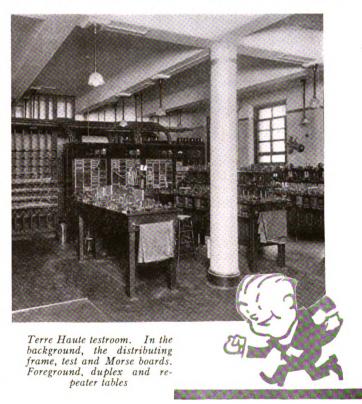
The Morse circuits mentioned in the foregoing are developed from the bridge polar duplex Morse sets and single line telegraph repeaters. The duplex telegraph apparatus is known as the bridge polar duplex system, whose circuit is arranged in the form of a Wheatstone bridge circuit. This type of telegraph apparatus provides for the simultaneous transmission of two telegraph messages in opposite directions over one telegraph circuit. The single line telegraph repeater set is a direct point telegraph repeater in which the signals are repeated directly by the armature contact points of the main line magnets, without the use of transmitters or repeating sounders.

The foregoing description pertains, I might say, to the first developments of the testroom. I will now try to explain the character and operation of one of the more modern units of telegraph transmission,

known as the printing telegraph.

The printing telegraph is used for intercommunicating purposes for various commercial businesses and in connection with newspaper service. There are two different general styles of printing telegraph sets available, known as No. 4 and No. 5 types. Each type of printer consists of steel operating tables completely wired. wiring is so arranged as to connect with clip springs and make it possible to connect different pieces of apparatus used in operating telegraph printer. This arrangement greatly facilitates the testing and clearing of troubles.

This system is commonly known as the "start-stop" system and can be used on single or duplex operation, and is so arranged as to replace the Morse key, relay and sounder now used in telegraph



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sub-stations. The telegraph printer can be used in either half or full duplex operation. The speed limit for satisfactory service is between 150 and 360 operations per minute.

There are seven impulses sent out on the line to operate the printer mechanism at the distant end. The first and seventh control the start and stop respectively of the distributor brush arm and the intervening five impulses are known as the "selecting" impulses and determine what character or letter is being transmitted. Certain functions of the printer, such as spacing, line feed, etc., are controlled by stunt bars, there being eight stunt bars in addition to the 26 stop bars used to control the position of the type wheel.

The sending feature of the printer is performed by perforated tape or keyboard. The holes are punched so as to operate sending relays which in turn send out "combination of impulses" that will attract the proper apparatus at the distant end and make the character or letter desired. The impulses being transmitted over the line are picked up through the front contact of the line relay and the revolving brushes, and transmitted into the printer selecting relays, thence through the five receiving segments.

The current impulses from the distributor set up the signal combination representing the character or letter being received, and the selecting relays cause the proper character or letter to be printed. The receiving mechanism has to be in step with the sending apparatus—in other words, the law of synchronism controls the satisfactory operation of the printer.

We will now pass on from the mechanical and automatic telegraph apparatus associated with the testboard and its equipment and enter another phase of the telephone industry that has startled the scientific world, as well as that of the curious. This is known as the telephone repeater department. Here we find the vacuum tube of the telephone repeater amplifying the voice currents passing through from some distant points. The vacuum tube is one of the greatest discoveries of the electrical age, and has practically revolutionized radio engineering.

The telephone repeater or amplifier is a collection of certain apparatus arranged in such a manner as to cause the amplification of telephonic frequencies. The principal

pieces of apparatus of the transmission circuit are the output transformer, filter, input transformer, potentiometer, "A,"
"B" and "C" batteries, vacuum tubes and net works.

The above named pieces of apparatus have their special functions to perform, of which I will briefly describe three: i.e., filter, input transformer, and vacuum tube.

The filter is a collection of inductances and capacities for the purpose of shunting or retarding undesirable frequencies. The normal range of the voice frequencies is from 200 to 2.500, therefore, the filter is so arranged as to kill the frequencies under 200 and in excess of 2.500.

The input transformer is for the purpose of stepping up the voltage of the incoming voice frequencies, so that the tube will amplify them most efficiently. The vacuum tube is an exhausted or evacuated glass bulb consisting of three parts. These are the grid, plate and filament, arranged practically in a ring formation. We will now trace the voice current as it passes through the repeater, showing its several steps and how the amplification takes place.

The voice current has the general outline of a sine wave coming in through the repeater, say from the line north to the midpoint of the north output transformer, through the midpoint of this transformer and so on to the filter. The filter takes care of all the undesirable frequencies and only the voice frequencies are allowed to pass through. The filtered voice frequencies now pass into the input transformer which steps up the voltage and the high voltage wave is passed on to the potentiometer. The high voltage wave is superimposed via the potentiometer and "C" battery to the input side of the tube.

Several incidental features of the repeater are: three batteries, known as the "A," "B" and "C" batteries. The ringing circuit is so arranged as to cut the repeater out of the circuit when the ringing current is applied to the line in order to signal the distant end. A monitoring circuit is also associated with the repeater for monitoring purposes.

This concludes our tour of the testroom, and although we have had to curtail our explanation of some of the smaller units, we must not lose sight of the fact that, be it ever so small and apparently unim-

portant, it has its duty to perform.

HE'S A "WIZ" AT GOLF

William Rautenbush, Division Plant Office, Chicago, Upholds Our Reputation Among the Foremost Followers of the Sport By J. W. Gallagher

VERY one of us has secret aspirations to become a champion; and in golf, of all sports, this aspiration becomes an

ambition the fulfillment of which is eagerly hoped for by every follower of the game.

Time disillusions most of us, but hope springs eternal, etc., and any particularly low score revives our yearnings and fortifies us for another sally, to end as before, but with the consolation of knowing that only

practice can make perfect.

William Rautenbush, of Chicago, proves the exception. He has no time for practice, his responsibilities in the division office and his family taking all of his attention. But "Bush" came by golf naturally, caddying at Garfield Park from the time he was able to carry a bag, getting the feel of the clubs and unconsciously acquiring form.

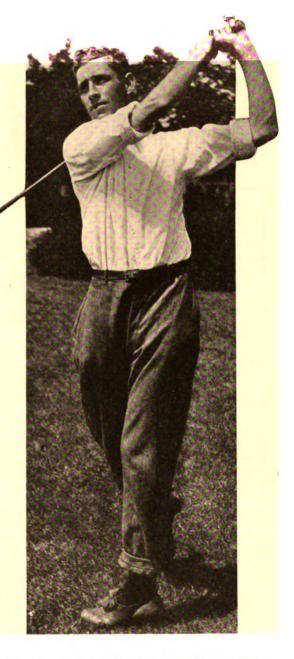
He can't remember when he didn't play golf. But his first appearance in tournament play netted him the 1914 Chicago championship. Thus encouraged, in 1915 he entered the National Open at Midlothian and finished 11th, just outside the

money, with 301 for 72 holes.

That he could shoot with the best was demonstrated in 1916 when he broke the Jackson Park record with a score of 66 which still stands. After this achievement Bush rested on his laurels until April, 1919, when he annexed the American Expeditionary Force Championship at Nice,

He thought this was fame enough for a man to marry on, but he never realized what such a step would do to his golf. However, we find him 13th with a 313 for 36 holes in the 1920 Western Open, where Jock Hutchison with 298 won the title.

Last year he practically quit the game, taking more pleasure in romping with his



young son than following the pill; but this year, yielding to the pleadings of his friends and without any practice worth considering, he qualified for the Chicago district championship and even to his own surprise was still going after 18 holes of the final had been played.

This showing for a player who a week before had not played a hole for months was good. His friends inveigled him into

the National Open championship play. Could he qualify in such company? Yes; with 149, better than Chick Evans and scores of famous golfers. Well, after qualifying, it seemed that the fates deserted him entirely. He got his shots away nicely, but the dry ground caused the ball to take freakish bounds that laid him bad. Repeated hard luck was too much for him to overcome. While he made a creditable showing, he did not finish in the first ten.

Mr. Rautenbush has been with the Bell System thirteen years, about half of that time being spent with the Western Electric Company. His advice to beginners is to play one round of golf only on the first attempt at the game, and then to go to some competent instructor. The idea of playing eighteen holes before taking lessons, is to acquire the knack of hitting the ball which will give confidence when starting the lessons.

Bush thinks that unless you start the game at an early age, it will require instructions and considerable practice to master it, but that the effort is well worth while.

A. T. and T. Company Directors' Tribute to Bell

THE directors of the American Telephone and Telegraph Company at their meeting on August 15 passed the following resolution:

In the death of Alexander Graham Bell the civilized world mourns for a man who thought fearlessly, worked tirelessly and served generously to relieve the unfortunate and to benefit humanity.

He was the inventor of the telephone because his thoughts adventured into new and untried fields of science, because his enthusiasm for discovery was sufficient to overcome all difficulties, because his practical mind demanded a consummation of his theories in practical results, and because he was inspired to contribute greatly to the common good.

As an investigator he was intelligent beyond the genius of his age. In the invention of the telephone he founded the art of transmitting speech electrically, a new and invaluable contribution to the humanizing of mankind.

He was one of the few in history who lived to see the child of his brain developed into a world-wide service. This was the only reward he sought and this reward was fully his.

Whereas: This Company was founded upon and is devoted to the development of his invention for the service of humanity, it seems proper that we, the Directors of the American Telephone and Telegraph Company, for ourselves and in behalf of the men and women of the Bell System, should spread upon our records our recognition of the debt owed to Alexander Graham Bell by the hundreds of thousands of telephone workers of the world for the opportunity for service which his invention made possible.





"Whenever we stopped to think she started tapping on

Enter the Stenog

One of Those Who Dictate Makes Rejoinder to an Anonymous Story Appearing in Our July Number

THROUGH the years we've seen her entering—tall, short, medium; blonde, brunette, titian; reserved and garrulous; serious and frivolous. Because of the exigencies of her calling she oper-

ates a typewriter, but she does not run to type. She is always unique. She may share a characteristic of her guild, but she bears her own hall mark.

She walks, glides or floats in, though not always the moment you press the button. She may be busy or something. She may be at the lunch counter. Stenographers have to eat, if only between meals.

We've seen them come and go through two decades; excellent, good, bad and impossible.

Now there was Ada. She learned stenography concurrently with our learning to dictate. A great team it was and wondrous and indescribable the copy it turned out. If we didn't properly manhandle a letter ourself, Ada supplied the finishing touches. But she was showing progress. And then the boss invited her to seek an atmosphere where the requirements would be less rigid and technical terms less prevalent. In short, to take the air. So she resigned. We remember Phyllis. She learned the

We remember Phyllis. She learned the profession through the medium of a correspondence course, fifteen minutes daily. At least she claimed to have learned it. She may not have been a stenographer as we understood the term, but she was a memory shark all right. If, after making corrections we asked her to rewrite something, she liked to discuss the origin of the error and the responsibility therefor.

She could recall in detail circumstances of the dictating—possibly some of our humorous interpolations—which made it clear that the error was ours. To the very day of her departure, and she went out like a flam-

ing torch, she never saw the justice of being required to rewrite a letter without proof that she spilled the beans with her own hands

Another stenographic milestone of our salad days was Naomi. She was by way of being a looker; one reason, perhaps, why she always seemed to have an appointment for five o'clock. Her frequent and obvious references to her wrist watch as it approached that hour were disconcerting and subversive of concentration. To ask if she were particular about getting away just at five was to receive the reply that she had a heavy date, accompanied by a look which inquired whether we didn't think he was a lucky guy. Later he removed her from the sphere of our influence. She was given to the habit of humming during such periods as our thoughts were being col-lected. No; we don't think he was a lucky guy

One sprightly damozel that crossed our stenographic path was Celeste. Her day was before they began to sell eyebrows by the yard; but she had all the contemporary flapperisms of her moment. She was diverting, terribly, but a young feller's boss doesn't make allowances enough.

Once we borrowed a stenographer from the office of the big boss. We don't remember the name, but do remember the lady. She was an eight-cylinder stenographer and proceeded to put us in our place. She succeeded with no apparent effort and the dispatch with which she accomplished her

purpose smacked of experience.

We were no Wm. Jennings Bryan and whenever we stopped to think she started tapping on the desk with her pencil. When we were finished dictating she inquired whether we were "in a hurry for this," with a rising inflection and a stressing of the word "this" that made her meaning perfectly clear. We stammered "No; not in the least." Wonder how the big boss handled that bird. Wonder if she did that Edgar Allen Poe thing with him too.

As we look back through the years bright stenographic spots are not wanting. The brightest of these was Martha. It was in the day when the German dialect comedian was at the zenith of his popularity and to Martha we could dictate a patois which was meant to be Weber-Fields-Sam Bernardian. Without a flutter she took the stuff and transcribed it into snappy English. And then the inevitable happened. A fellow came along and led

her to the altar. But Martha boosted the average of our stenographic collaborators many points.

Another booster of the average was Ellen. Grave and intellectual; but not too grave, and not too intellectual; not to the

extent of having a complex.

Immaculate tailored shirtwaist and cloth skirt was Ellen's daily business mode. (Wonder what has become of the o.f. stenographer who arrayed herself thus.) Ellen became a court stenographer. We shouldn't care to admit that her decision to take up court work was based on the promise that if she could do us she could do anybody.

Taking her by and large our stenographer has averaged well enough. She has graded from one hundred plus to zero minus, which makes her quite human after all.

Now when we are inclined to be hypercritical we need only recall the week we spent dictating to a dictograph. And with graying temples comes tolerance. And besides, stenographers have to live, don't they? Oh, yes, they do too.

As Others Hear Us

TT wasn't so much what she said, as the way she said it. Her voice was loud and raspy, and she twanged her words together so that no syllable was distinct. Unable to understand, I asked her to repeat. She complied-with a roar that deafened me. I gathered that she was reporting on my long distance call, but beyond that-I am a nervous person and I couldn't endure a repetition. . . .

I located the operator who had handled his call. A suspicion of her having eaten raw meat crossed my mind, but vanished as she smiled at me in a friendly fashion.

And then she spoke! "Him?" in a voice like a buzz saw, "Say, ain't he th' nut? Why, I giv' um that report twice an' he just hung up."

I thanked her and turned back to the chief operator's office. The riddle was Dorothy was not conscious of solved. having offended any one. As good a worker as we had on the force, and noted for her cheerful disposition; but cursed with a voice that had nettled a subscriber to the point of complaining.

The matter was taken up with her tactfully and she was amazed, but being a good sport started out to correct the error. She enlisted the aid of her supervisor and in a comparatively short while softened her voice to a degree that was altogether gratifying.

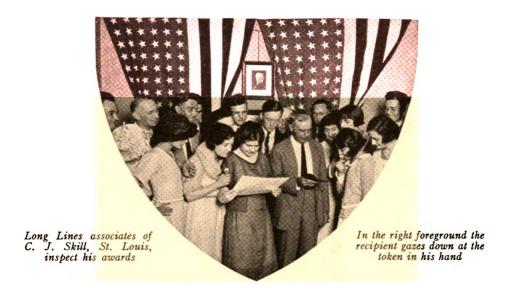
How many other Dorothys are there in various offices booming, growling, rasping or squeaking over the circuits, to the intense irritation of subscribers? A pleasing, well modulated tone of voice is an asset at any time, but in our business it is a necessity and a particularly powerful selling factor.—L. O., St. Louis.

Value Received

A call from Memphis, Tenn., to New York lasted 101 minutes and cost the calling subscriber a lot of money. Not only was there no complaint on the charge, says the Southern Tel. News, but the subscriber wrote a letter in appreciation of the service. He said in part:

"This conversation was entirely satisfactory to both persons, matters of vital importance were adjusted, and a trip to New York, entailing the loss of time and the expenditure of money and labor, avoided.

'We have found the long distance telephone to be the quickest and the most efficient method of conducting business requiring immediate attention. "



SINGLED OUT

Long Lines Men Who Receive Vail Medals and Accompanying Awards Represent East, West and Central States and Section Lineman H. J. Carper, of Denver, risked their lives time and again to restore service to those isolated by the Pueblo flood. The latter in turn probably owes his

life to the quickness of action and knowledge of first aid methods of General Line Foreman C. J. Skill, of St. Louis, who resuscitated him when he had been struck unconscious by lightning after reaching Pueblo.

Section Lineman's Helper D. W. Soesbe, of Stuart, Ia., saved a child from being crushed to death by a falling window.

Section Lineman C. A. Wicks, of Greenfield. Mass., whose presentation was described in the August Long Lines, left his home during the critical illness of one of his children, to battle with sleet and snow in the great New England storm last

ficant fact. Courage, quickness of thought and action, unselfishness—all the qualities which go to make up heroism, in fact—are not confined to any one section of the country. Of the six recipients, two are located in New England, two in Colorado, one in Iowa and one in St. Louis. Wherever our lines go, you will find people of the same stamp, ready and able to do the right thing in any emer-

F you think over

the presentations

of the 1921 Vail

medals which

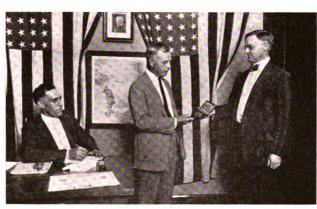
have been made within

the last few weeks you

will come upon a signi-

gency. That is part of the name they have earned for themselves.

The acts for which the awards were made show a wide variety. Section Lineman C. W. Willey, of Providence, rescued a boy from drowning. Chief Equipment Man H. C. LaChapelle



"One who receives a Vail medal has bestowed upon him one of the highest honors obtainable through human effort."—Division Plant Superintendent Quermann



Providence and Boston Branches

united to honor C. W. Willey, of Providence. In panel—Section Lineman Willey, who saved a boy's

November which caused so much damage.

The citation and Vail medal awarded Charles J. Skill were presented at a special meeting of Plant Branch 119, St. Louis, Mo., which other members of the Association attended.

The meeting was opened by President R. C. Mann, who outlined the purposes of the Vail Memorial Fund and the spirit of loyalty and service among em-

ployees which had prompted the officials of the Bell System to establish a suitable system of rewards in order that future actions of conspicuous merit might not pass unnoticed.

G. H. Quermann, Division Plant Superintendent, was called upon to present the citation and medal. In the opening part of his talk he touched upon the advance in past years due to our achievements in commerce and communication and pointed out the great service which has resulted to mankind from each new achievement.

The work done by the Division 5 forces in restoring service after the Pueblo flood was described. The praiseworthy action of General Line Foreman Skill in saving Section Lineman Carper's life was touched on and commended. In presenting the medal Mr. Quermann said:

"It is indeed a pleasure to me, as the Company's representative, to present to you this award for your exemplary and meritorious action which resulted in the saving of the life of your fellow-employee, Harry Carper. One who receives a Vail Medal has bestowed upon him one of the highest honors attainable through human effort. I congratulate you upon being a recipient."

Skill replied that he was unable to express his full appreciation of the honor bestowed upon him and expressed his wish that Harry Carper and Harold LaChapelle, also recipients of the Vail Medal for noteworthy action in the Pueblo flood of 1921, might be with him to share the honor. He also expressed his admiration and appreciation of the splendid efforts made by Foremen Wall and Lee and their men to restore service dur-

ing the Pueblo flood.

The lapel button similar in design to the large medal was presented to Mr. Skill by C. J. McGuire, Division Superintendent of Line Construction, with whom Skill has been associated for the past 20 years.

Short talks were made by W. A. Brenner, Division Traffic Superintendent, and P. B. Behr, Division Attorney, who congratulated Mr. Skill and the Division 5 Plant Department for the efficient work done in restoring service after the Pueblo disaster. They expressed their appreciation of the hearty co-operation so evident among the employees of all departments in the division. The meeting ended with an abundance of refreshments.

The feature of the joint outing held on July 30 by the Providence and Boston Branches at Lake Pearl, Mass., was the presentation of the bronze medal awarded to Section Lineman Cortez W. Willey, of Providence.

In his introductory address L. E. Pierce, President of Providence Plant Branch 23, welcomed the guests and outlined the plan for awarding of Vail medals.

C. C. Quimby, Plant Superintendent of

District 13, was then introduced and made the presentation. Willey responded with

words of appreciation.

Following the award informal remarks were made by L. B. Keyes, speaking for members of Plant Branch 23, Providence, and R. J. Travers of Boston, for the members of Plant Branch 22, Boston. Appropriate remarks were also made by General Plant Manager T. G. Miller and L. R. Jenney, Division Plant Superintendent, New York.

Boston's finest exponents of the great American game turned out to face the stalwart giants from Providence in a fierce encounter for baseball glory. And notwithstanding the stubborn resistance, the Massachusetts team marched the bacon Bostonward. Messrs. Miller and Jenney umpired for the occasion, while C. C. Quimby was official scorer.

Races galore. Oh, yes. The girls had a

50-yard dash.

Črash! and another hard boiled egg bit the dust. Mr. Jenney balanced the oval on the spoon for 49 out of the 50 yards in the first heat, only to watch C. C. Quimby win the laurels in the final episode.

The Providence Herculeses completely outclassed their rival slackpullers from Boston in the tug-o'-war. 'Twas a bitter

struggle but the better team won.

•

Presentation of the Theodore N. Vail bronze medal was made to Daniel Wood Soesbe, of Stuart, Ia., on July 16. To give this presentation a good setting the combined local Plant and Traffic units of the Association of Employees gave a basket picnic at Manawa Park, Council Bluffs, Ia. Some 125 Long Lines employees, including

their families, were present; also two line construction gangs and one equipment construction gang.

District Traffic Superintendent Dickinson was present, from Minneapolis, as were also Traffic delegates to the District Board meeting from Minneapolis and Davenport. Plant delegates from the Waterloo, Des Moines, Davenport, and Burlington Branches, as well as the Omaha Branch, attended.

After the lunch, a short speech was made by F. J. Ladd, President of Plant District Board 48, describing the act for which Soesbe was awarded the medal. Congratulatory telegrams were read by the delegates from the various outside branches. District Plant Superintendent P. K. Harlan then made a short address in presenting the medal, in which he said in part:

"We meet here today to pay respect to one of our number who has earned distinction. This young man is modest and does not look upon the act which has brought him this special recognition as an act of any extraordinary merit. It was only natural for him to do what he did. He couldn't help it.

"That is just the point. He could not have done it if he hadn't the hero stuff in him. The act is merely an indication of character, and it is to this quality we pay

tribute.

"It is with no small degree of pride that as a representative of the Long Lines I present to you the Theodore N. Vail bronze medal in recognition of your act in which, by rare presence of mind and at personal risk, you saved the life of a child.

"Accept this medal awarded you for this act of courage." (Continued on page 26)



D. W. Soesbe (center, seated), youngest of the Vail Medal winners, received his awards at a Plant-Traffic picnic at Council Bluffs, Iowa



"AFTER THAT WE DANCED"

Shaded Groves, Cool Lakes and Waxen Floors Continue to Draw Long Lines Picnickers as Summer Wanes

HE combined Traffic and Plant Branches of the Association of Employees in Chicago held their annual picnic at Spring Hill Grove, St. John's, Ind., July 23.

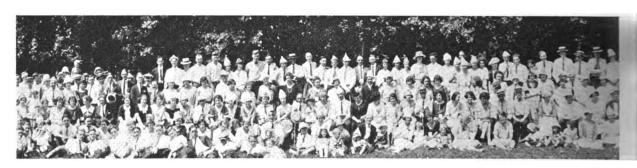
For several weeks before the date set for the outing, attractive posters announcing the time, place and other pertinent facts, were posted in conspicuous places in the different offices.

Everything all set, the big day arrived at last, clear and bright. The picnickers—800 strong—met at 9 a.m. at the La Salle Street station, where they all scrambled on the special train which was to take them to the grove.

All sorts of noise-making favors, whips and lollypops were distributed to those on the train and it was unnecessary to issue any instructions for their use. By the time they arrived at their destination everybody was feeling gay and light hearted, ready for anything the games committee had planned.

The first thing heard after the lunch baskets had been deposited was, "Everybody over to the baseball ground for the big picture." It must be that the photographer is particularly fond of tan and freckles, because he kept the crowd looking pretty for a period of about 30 minutes. By the time he decided the faces were burned to the proper degree, he snapped the picture and all felt as if they had had a free Turkish bath. Joe Bell and Frank Bora must think they are very handsome, as they did a marathon stunt and appeared twice in the same panorama.

Next on the program was the baseball game, the contending teams being the District and Division Plant. The District team won by the score of 3-0. Lester, who



pitched for the District, had an assortment of curves and straight balls which was too much for the Division boys, and he was

backed by excellent support.

After the ball game everybody was ready for food. Some couldn't wait even that long. There was surely a fine assortment of home-made pies, cakes and other delicacies. Coffee and root beer were furnished free of charge so of course the trail to the lunch counter was kept hot by the seekers of warming and cooling drinks. The little play buckets which had been given to the kiddies certainly played an important part about this time; and Mr. McBerty's famous coffee was strong enough at noonday to stand on its own feet.

As it is a generally accepted fact that one should exercise after a hearty meal, the games and races were planned to imme-

diately follow the feast.

There was a great deal of spirited and good-natured rivalry displayed between the different Branches, and each game was fiercely contested for points, the Branch receiving the most points gaining permanent possession of a beautiful shield emblematic of the championship for the year 1922. The District forces, composed of Branch 104, won by the score of $38\frac{1}{2}$ to 38.

The home brew race caused much amusement. Each man was given a bottle and each woman a cup. The object of the game was to have the women run to a tub filled with water and soap suds (mostly suds), then run back and fill their chosen bottle to the top with water. This of course necessitated many trips to the tub. The men encouraged their favorites by yelling and jumping, and a few of them in their excitement spilled some of the water which had been put in their bottles.

The judges of the contests were C. H. Kenroth, S. J. Ewald, W. S. Slemmer, L. J. Harter, R. E. Russell, H. M. Fales, P. K. Harlan, S. Hogerton, B. C. Bellows, L. W. Germain, E. J. Benzing, Howard Church

and A. C. Kadlec, all good men and true.

Sydney Hogerton, B. C. Bellows and Howard Church were very busy men, as they not only acted as judges in several contests, but participated in several. Mr. Church rooted loyally for his Traffic girls but they were unlucky in some of the games. H. M. Fales made a popular judge.

Other forms of amusement were a golf game and horse shoe pitching. All of the "supers" present tried their skill in the golf contest, but none of them fell in for the money, although some of them displayed wonderful form. Unfamiliarity with the

course proved a good alibi.

The dance hall was one of the most popular places on the grounds. The music was jazzy enough to make a stone image want to dance. Prizes were given for the best fox trot and waltz, and every one agreed that those who could endure it physically certainly earned a prize, A Chicago orchestra played.—C. H. K.

At right — A glimpse of the action in Chicago's sack race; there was more, just as strenuous, in the three-legged, young ladies', home brew, cracker eating, fat men's, basket ball, centipede and peanut contests

In the inserts, two views of the official sandwich man

Below, "Everybody out for the big picture"





"Attaboy, attaboy!" "I hope to tell ya we had some time!" "Sure Mike, it's goin' to be an annual!"

These and similar outbursts expressed the end-of-a-perfect-day sentiment held by all the Terre Haute Long Lines boys, their families and a sweetheart or two of the unfortunates who had no families, following the first big get-together of the employees, an all-day picnic Sunday, July 16.

By means of two trucks and three automobiles owned by individual employees, the crowd of picnickers, which included even a two months' old baby girl; half ton of eats, prepared by wives of the men; ropes for swings; hammocks and even a telephone were transported to a newly opened and privately owned park. Both the spacious grove and the day were perfect for the event.

Four swings and a hammock or two were working overtime every minute. A number of fathers of youngsters were using the old circus alibi—they didn't care a thing about swinging, themselves, but they had to sit in the swing to hold the children.

Three games of barnyard golf (horse-shoe pitching) were in progress the greater part of the day. And the skill of some of the players worked up interest almost to a pinochle pitch. Both men and women

engaged in the contest and the latter did as much toward the laurels with their ringers as did the wire sharks.

There were various games of ball off and on during the day and the sporting spirit of some of the younger women in the crowd asserted itself emphatically in this pastime. For those inclined to wriggle their feet, there was an excellent open-air dance pavilion with plenty of music.

Needless to say, all other activities ceased when the long tables were spread with 30 "frys," a score of cakes and everything else that makes an appeal to the appetite of a Long Lines bunch. Food was served in regular cafeteria style, both noon and evening. After all had eaten their fill, there was sufficient left to feed 25 or 30 persons, and the left-over food was given to a charity organization.

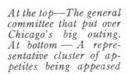
During the noon meal, the men telephoned their office—oh yes, they carried their own service right with them—and after kidding the poor, lone chap who had to play solitaire with the wires all day, they fixed him up a generous basket and autoed it in to him.

There was a group of spirited contests held near the close of the day, adding an interesting and enjoyable feature. Nothing was lacking to make the day one of long and kindly remembrances.

It's too bad that the old wiseacre who said,"Teach men to play together successfully, then there will be no question as to their ability to work together" could not

> have been present. He would have seen that the Association of Employees had gone him one better. They didn't have to be taught to play together. The Terre Haute gang







The "action" at the left shows the three-legged teams in all their frenzy; at right, the young ladies trying to be both graceful and swift

SEPTEMBER, 1922 ONG INES

already knew the fine points of this great game. C.F.L.

Branch 35,Traffic, and Branch 11, Plant, of the Montgomery, Ala., office joined forces in entertaining the members of the District Boards who met in Montgomery on July 16. We had as our visitors, Miss Martin and Miss Ellis from Albany, delegates to the District Board of the Traffic Depart-

ment. E. Wilson and O. H. King from Birmingham; C. H. Cross and C. G. Harvey from Albany; W. A. Laborde from Mobile; C. A. Hall and Joe Hanson from New Orleans, were the out-of-town delegates to the District Board of the Plant Department. Last but not least our own delegates, Misses Mary Frances O'Connor and Jennie Sauls, J. S. Nicholson and J. T. Hughes, took an active part. We had also as our

guest W. H. Barnes, District Plant Superintendent, from Birmingham, who was quite

an addition to the party.

The regular business of the two District Boards began on Monday but the delegates arrived bright and early Sunday morning to attend a picnic given for them at Cobb's Ford. All the cars—and flivvers—were assembled to carry the crowd to the picnic



Montgomery, Ala., beat the rain at its own pastime by taking to the pool

grounds, about nine miles from town.

The rain, defying all prohibition laws, gave us a wet town during all three days of the session. For Monday night we had planned a hay ride and watermelon cutting. But on account of the weather we had to abandon the idea of a hay ride, send the truck back and resort to the cars. Watermelons and people piled in indiscriminately and

we were all set for Summer's

Not expecting visitors, the proprietor had retired. But he was quickly aroused and the fun began. Dancing was enjoyed by those who cared for it, but the majority took advantage of a break in the rain to go swimming. Watermelons were cut later in the evening and battles royal ensued with colorful results.

Tuesday night—and still it rained. We had a dance at Summer's Rest, however. Many tripped the light fantastic, while others enjoyed the pool, trying to do the Australian crawl to the tune of "Ten Baby Fingers." Sandwiches were served the hungry swimmers and there was not even a crumb left to tell the tale. We drove back to town wishing that we could have a District Board meeting every week.—M. B. B.



When eating time came at the Terre Haute picnic, they fixed up a big basketful of good things and motored it to the man who had to stay on the job back in the testroom

Singled Out

(Continued from page 21)

Following the presentation games were held, prizes being awarded to the winners. It is needless to say that the boy and also his parents, who were present were extremely proud of the honor.

All employees and supervisory officials of the Plant Department at Denver attended a special meeting of Branch 58 on the evening of July 6. The purpose of the meeting was to allow all to pay tribute to two of their fellow employees by witnessing the presentation of two Theodore N. medals so worthily earned by Harold C.

LaChapelle and Harry J. Carper.

S. McDougall, District Plant Superintendent, addressing the meeting on behalf of the management, stated that he was more than proud to know that the Denver office, the last Long Lines point to the West, numbered among its employees two men who had so honorably distinguished themselves as to be awarded a Theodore N. Vail medal. He further stated that although he was no speechmaker he felt proud that he was the one who had the honor of presenting the medals and of mentioning the honor that goes with them. At this point he presented each of the men with a handsomely embossed citation.

He went on to remark that deeds well done will always command commendation, as can be seen by the mention of the worthy deed mentioned in the citation. He further pointed out how pride helps to attain the perfect and how service approaches the perfect when all pull together and each accomplishes the deed set for him to do.

In closing, on behalf of the management, he praised the feats of the two men and presented each with the bronze medal, and

in addition with a lapel button.

Messrs. LaChapelle and Carper were greeted with hearty applause. In reply Mr. LaChapelle made a brief speech stating that he was proud to receive such a reward for a deed performed in line of duty and that he would cherish it a lifetime. He thanked all for the hearty appreciation they had shown.

Mr. Carper in his direct manner expressed himself likewise, stating that he too was more proud than he could state. He added that he hoped the opportunity would come which would allow him to perform deeds worthy of the gold medal.

John Lawrence Swayze

John Lawrence Swayze, General Counsel of the New York Telephone Company, died suddenly in Glens Springs Sanitarium, Watkins Glen, N. Y., following an acute heart attack.

Mr. Swayze joined the Legal Department of the A. T. and T. Company on April 1, 1905 and remained with that corporation until December, 1912, when he was appointed general counsel of the eastern group of Bell Telephone Companies, consisting of the New York Company, the Bell Company of Pennsylvania and the Chesapeake and Potomac Company. When this group was dissolved in October, 1919, Mr. Swayze became general counsel of the New York Company and advisory counsel of the Bell Company of Pennsylvania, which offices he held until his death. He belonged to the original employees benefit fund committee of the New York Company.

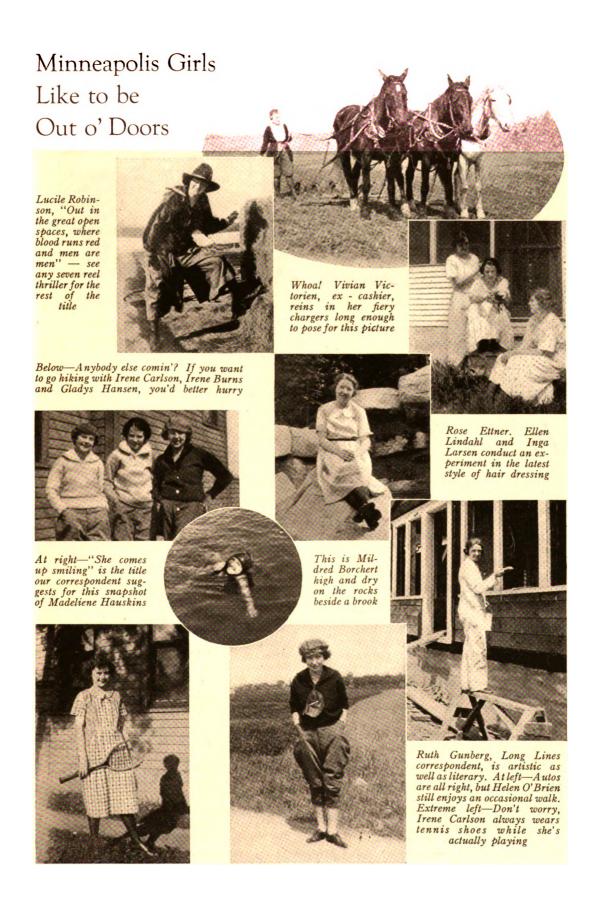
The honorary pallbearers included H.B. Thayer, President; W. S. Gifford, Vice-President; C. D. M. Cole, Assistant Vice-President and C. M. Bracelen, General Solicitor of the A. T. and T. Company; officials from the Southern Bell Company, Bell Company of Pennsylvania, New England Company, Chesapeake and Potomac Company and New York Company.

Fire and Radio Stations

A great deal has been written relative to the fire hazards resulting from the wholesale erection of radio antennae throughout the country. The insurance underwriters, realizing that the old rules applying to radio installations are somewhat out of date, have been working on a draft of a new set of rules. These rules are not yet formally approved but have been issued for the guidance of the underwriters' inspectors in cases where it is felt that they may be used. Copies may be obtained on application to the National Fire Protection Association, 87 Milk Street, Boston.

As the erection of an outside antenna and its connection to a building without proper protection introduces some hazard, both to the building and to the validity of any fire insurance which may be carried on the building, our readers and their friends are urged to assure themselves that any radio installations they have made, or may make, are not only safe from fire hazard, but are approved by the local insurance underwriters.







Philadelphia track team which almost broke the Curtis Country Club's record of victories. Left to right, they are, Ethel Borton, Bess Burns, Ada Maxwell, Christine Hamilton, Anna Mulhern, Gertrude McCallum, Dorothy Watkins, Helen Montieth, Marie Ryan, Madelyn Quinn. Photo courtesy of "Curtis Folks"

Philadelphia Girls in Athletic Meet

JOINT athletic committee of Traffic Branches 4 and 133, Philadelphia, was recently formed, consisting of the Misses Ethel Borton, Bess Burns, Mary Haggerty and Anna Mulhern, with Edgar Cope, jr., Assistant Traffic Supervisor, as chairman and athletic director. After two weeks' practice a track team was selected and on July 29 the undefeated squad of the Curtis Country Club was only able to beat us by the score of 31% to 291%. Anna Mulhern and Christine Hamilton proved superior to all of the opposing team except Margaret Kilkenny, their star.

After the meet our girls enjoyed a delightful swim and dancing completed the day. All were heartily in favor of further competition and appreciative of the hospitality of the Curtis Country Club.

Summary of events:

75-yard dash—Won by Margaret Kilkenny, Curtis; second, Rose Liney, Curtis; third, Anna Mulhern, Long Lines; fourth, Ada Maxwell, Long Lines. Time 9 3-5 seconds.

Standing broad jump—Won by Anna Mulhern, Long Lines; second, Margaret Kilkenny, Curtis; third, Rose Liney, Curtis; fourth, Christine Hamilton, Long Lines. Distance, 7 feet ½ inch.

Baseball throw—Won by Christine Hamilton, Long Lines; second, Anna Mul-

hern, Long Lines; third, Ruth Peyton, Curtis; fourth, Ethel Borton, Long Lines. Distance, 155 feet 9 inches.

Running high jump—Won by Margaret Kilkenny, Curtis; second, tie between Anna Mulhern and Christine Hamilton, of Long Lines; fourth, tie between Helen Montieth, Long Lines and Lottie Simmons and Rose Liney, of Curtis. Height, 3 feet 11 inches.

440-yard relay—Won by Curtis, Helen McElrone, Lottie Simmons, Rose Liney and Margaret Kilkenny; second, Long Lines, first team, Helen Montieth, Madeline Quinn, Dorothy Watkins and Ada Maxwell; third, Long Lines, second team, M. B. Blessing, Gertrude McCallum, M. Ryan and Bess Burns.—M. S.

We Give Up; Why?

Why is it—
When the wind is bitter, blowing
Frosted air, and it is snowing,
And the mountain paths are tortuous and knee deep
in the mire;

That the poles in hidden byways
Through the mountains, must drop sideways,
And the word to stand them upright hotly travels
o'er the wire?

Why is it?

Why is it—
When the summer's heat comes burning
Off the highways, and you're yearning
For those hidden paths in mountains, where it's
shady, dark and cool;

That the wires to be tested,
Ere the cable men get rested,
Are strung in shadeless country where the heat
blasts hit you crool?
Why is it?—By One Who Knows.

"From P. C. Completed"

SUBSCRIBER judges his service first, by the speed with which a connection is established or a report obtained; second, by the personal interest which you take in his call; and third, by the transmission. In addition to the three mentioned requisites of service from the subscriber's standpoint, the Company judges this service by the accuracy of the operating, the way in which the Company's facilities are used and the accuracy of timing conversations. I am going to tell you about some of the things which are necessary to bring the quality of service up to where it should be, both from the subscriber's standpoint and the Company's.

Getting started right in the morning is one way in which the speed of service can be improved. The other way is to make good, sensible use of every second of the time you are waiting for a circuit. Be on the job all the time and get the circuit as soon as it becomes available.

As you know, the operator is the representative of the Company who comes in direct contact with the public. You do not deal with the subscriber face to face, so the only thing he has to judge by is the tone of your voice. The Company has established rules and phrases. But if you use these phrases in a listless, mechanical way, their worth is entirely lost, because the subscriber gets the impression that you don't really care whether you give him

service or not, that you are merely going through a drill or routine because you have to. Put your own personality into your voice so that every subscriber will know that you have his interest at heart.

If the transmission is poor (cross talk, circuit ringing back, circuit noisy or distant), the subscriber will usually overlook the good features and think of only one thing, that he is being charged for something which he isn't getting. Be sure before starting conversation that the circuit is suitable for commercial use. If the message has to be repeated or is cancelled because of poor transmission be sure to make out a "poor transmission" report.

The inward answering to toll line signals and set signals and the assistance given other offices on through calls represent the service given the other branches of this large family. This work is very important because it shows how well or how poorly you are co-operating and thinking of the other office. Remember, they are dependent upon you. Only by good team work and by every girl being on the job can this service be made what it should be.—B. K.

A change in organization lately effected by the Long Lines Department at Cuyahoga Falls, Ohio, resulted in the dissolution of Traffic Branch 101, which formerly was situated at the above named point. This in turn automatically eliminated Traffic District Board 61. The elimination occurred because only one branch remains in that district.



District Board 52, Traffic, with C. W. Gebhard, District Traffic Superintendent, and Miss A. Russell, Chief Operator at Joplin, Mo., on the roof garden of the telephone building at Kansas City

Boston Nine Travels Fast Pace

PLANT Branch 22, Boston, boasts of one of the fastest baseball teams in Boston's Twilight league for the season just closed. It has won 8 out of 12 games and finished second only to the crack nine of the Westinghouse Electric Company which topped the list.

The team functioned under the leadership of Perry Tubman, Boston's Chief Equipment Man, who also proved himself an effective pitcher. Franklin Shuman, catcher, displayed excellent form at the bat and in nipping would-be base stealers. Bob Travers, Martel, Rod Lancey and Slim Johnson composed the infield. Ernie Garland, Al Loveiov and

Plant Branch 22, Boston, finished second in its Twilight League. Back row, left to right, Garland, Lovejoy, Mc-Laughlin; middle, Travers, Martel, Lancey, Johnson; front, Shuman, Tubman



Bill McLaughlin covered the outfield.

Travers and Lovejoy did some fine batting and were responsible for breaking up more than one game. The fielding of Martel and Lancey was prominent at all times, and to this pair belongs a large measure of the team's success. Johnson seemed to be the Lady Luck of the outfit, striking out twice and reaching first both times in the same game.

The league's final standing is as follows:

Teams	Won	Lost	P.C.
Westinghouse	10	2	833
Long Lines		4	667
Pettingell Andrews	3	9	250
Bigelow Dowse	3	9	250

Tempus Fidgets. Meaning that only two or three days are left to send Long Lines a couple of your best vacation photographs. And please don't forget to write your name, location and a brief description of the pictures, right on the back. Borrow that two cent stamp and address the envelope now.

Chicago Pitcher Effective

THE Long Lines baseball team of Chicago have been burning up the league. They are now in second place. A short while ago they met the West Maintenance team, who are leading the league and defeated them by the score of 9 to 3. It was their first defeat. Rowley

pitched big league ball for the Long Lines and was given good support.

A. T. & T. Netmen Advance

From present indications the tennis team representing the A. T. and T. Company, New York, has a first rate chance of heading the the league list in the final scoring. It has finished its season with a

total of 13 matches won and 7 lost, and stands first among the teams who have completed their 20 matches. F. Peters, Plant, and W. Hothan, Traffic, the Long Lines members of the aggregation, have contributed their share of the playing that has placed the team where it is.

At the time of going to press, only one match remains to be played. This takes place between Western Electric Company teams 1 and 2. In the matter of percentage, the latter organization now stands at the head of the league. But to nose out the A. T. and T. Company team in the final showing it will have to take four of the five events in its coming match.

The standing of the league in games won and lost is:

Teams		Lost
A. T. and T. Company	23	7
New York Company	10	10
Holmes Electric	4	16
Western Electric (1)	8	7
Western Electric (2)	10	5



H. J. Talley, who takes on the duties of District Plant Superintendent at Harrisburg

Harrisburg's

New D. P. S.

. J. TALLEY, who has been in charge of technical work in the Philadelphia division office, has been made District Plant Superintendent at Harrisburg. A. R. Board, formerly District Plant Superintendent at Kansas City, has been transferred to the same position at Pittsburgh, instead of

Harrisburg, as announced last month. G. Mezger, formerly District Plant Superintendent at Pittsburgh, goes to the Philadelphia division office to handle special assignments for Division Plant

Superintendent McKay.

Mr. Talley, the new D. P. S. at Harrisburg, was graduated in civil and electrical engineering from Drexel Institute, Philadelphia, in 1915. He entered the Long Lines Department, Division 1, as a cable tester in 1916, and later became an inspector. The following year he was transferred to District 22, Baltimore, as a cable tester, and became a technical employee in 1918.

Two years ago he was transferred to New York where he was a technical employee in Division 1. When Plant Division 2 was created at the beginning of this year, he was sent to Philadelphia, where he has worked in the same capacity up to the present.

Other changes which affect employees in the different departments follow:

Plant

H. C. Read, District Inspector, New York, to General Office, New York.

R. White, jr., Chief Equipment Man, New York, to District Inspector.

J. P. Phelan, Equipment Attendant, New York, to Chief Equipment Man.

J. M. Mullin, Testboard Man, Beaverdam, Ohio, to Chief Testboard Man.

W. E. Cutler, Chief Testboard Man, Beaverdam, Ohio, to Chief Testboard Man, Phoneton, Ohio.

Traffic

Anna Murray, Operator, New York, to Supervisor.

Susie Schneider, Senior Operator, Morrell Park, to Supervisor.

Loretta Seams, Senior Operator, Morrell Park, to Supervisor.

H. L. Hosford, Traffic Supervisor, St. Louis Division Office, to Traffic Supervisor, St. Louis District Office.

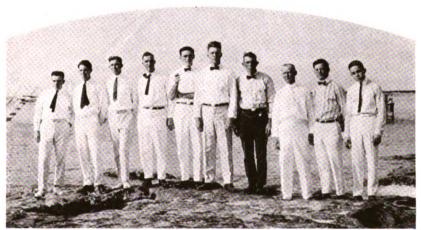
E. W. Lee, Traffic Supervisor, St. Louis, to Traffic Supervisor, Chicago.

Lena D. Payne, Senior Operator, St. Louis, to Supervisor.

Edna McGovney, Instructor, Cleveland, to Assistant Traffic Supervisor.

•

Will exchange—one new straw hat, unused, for pair of rubbers and umbrella in good condition—address, District Board Delegate, Montgomery, Ala.—Adv.



The testroom force at Key West lines up beside the sea to be photographed. Left to right they are A. E. Leslie, M. G. Fuller, R. N. Spence, H. R. Turner, H. A. Gibson, H. C. Morris, W. C. Avery, T. L. Kiser, S. W. Newlan, R. B. Eubanks

Told in Tomah

OREMAN HUESS has completed installation of the carrier. We are now waiting for the engineers to come and test it out.

Chief Testboard Man F. M. Biebel has returned from his vacation. Of course he fished all the time he was gone and caught any amount of large ones. As Minneapolis is so far from Tomah, it was impossible to bring the large ones with him to show the bunch. Then again, freight rates are so high, and the strike was on and—well, he had a good time, anyway.

Biebel informed Mr. Henning, at Eau Claire, by telephone, that he was going to drive to Minneapolis and would stop off at Eau Claire. Henning heard nothing

more from Biebel until two weeks later, when the latter had him on the telephone. The following conversation took place:

"Hello, there, Biebel, thought you were going to stop off and see us when you made your

vacation trip.'

"Sure, I was, old top; but it's a joke. You see, I had a brand new car, and I'm a new driver. When I got to Eau Claire and mixed with all the traffic, I couldn't stop, so I kept right on. But I'm going to stop and see you next week. I'm not back yet."

"Where are you talking from now?"

'Oh, I'm at Tomah, but I'm not back yet."

Biebel was trying to explain that he had left

the car at Minneapolis and was going up the following Saturday to get the family and drive back. But all Henning could learn was that Biebel was in Minneapolis and talking from Tomah.

District Plant Superintendent H. M. Fales and F. M. Biebel, armed with all the implements of fish warfare, made an attack on a poor school of trout the other day. We didn't see those fish either, but I guess they got a nice catch. Fred says so.

Equipment Attendant Ed Schoot spends

all his spare moments in improving his stroke. Ed gets very sore when he gets off on his drive, for the cup matches at the Tomah Country Club will start this month. With Schoot, Jones, Olson and Biebel from the Tomah office we are going to try and get back the A. T. and T. Company trophy that we lost last year.

Jones says, "Go to it, boys. I'm getting no better fast."

Olson: "Well, I am pretty good when I'm at my best and they better not lay down."

Biebel: "Oh, I don't expect to make a showing, but I'll do my best. If I could put a line and a fly on my driver, I'd show them all up.

Schoot: "Well, if I lose my match, it will be because the other guy made it in par.'

—J. N.



Repeater Attendant "Ruby" Rosa, of Tomah, Wis., has a bad reputation among the fish in the lakes thereabouts, writes our correspondent

Sounds Pretty Fair

Operator (to Subscriber): "Please deposit 75 cents for three minutes."

Subscriber: "But I only want to talk one and a half minutes.

Operator: "Sorry, but we do not charge for less than three minutes."

Subscriber: "All right, let me talk one and a half minutes on this call and the other minute and a half to Sears Roebuck in Chicago.'

—H. L. P., Milwaukee.

One day a number of our wires in Ohio became noisy but the trou-

ble cleared out. At about the same time the following day this trouble recurred and again cleared out in about half an hour.

The next evening the lineman patrolled the line where the trouble tested and found the cause: a man sprinkling the street was holding the hose so that the stream of water went up into our wires, thereby partially crossing and grounding them. The lineman politely explained the bad effect of such sprinkling on the wires, whereupon the trouble disappeared permanently.—L. J. H. At right—W. F. Baker, (left) who deals with the public in radio matters, and S. L. Ross, in charge of arranging for programs with the entertainers, both of the Commercial Department

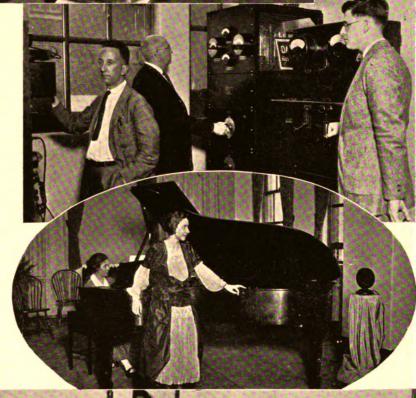


Below — While the broadcasting is in progress every man in the operating room has his special duties to perform in speeding the program through the ether to thousands of radio fans

Here's WBAY

When our radio station at 24 Walker Street, New York, gave its first experimental evening program on August 3, the majority of the entertainers were members of the Long Lines Department organization

In the oval—Miss
Helen Graves, General Plant, sings
into the microphone,
accompanied by
Mrs. M. I. Swayze,
Commercial. Below:
The artists in the reception room waiting
their turns to go on
in the studio





Military Inspection

FEW months ago General Carty invited 48 U. S. Army officers who were stationed at Camp Alfred Vail, N. J., to visit 24 Walker Street and spend the day there. Those officers were taking a ten-months' course in various subjects that would fit them for assignments as communication officers in the several army posts that Uncle Sam maintains throughout the United States and its possessions. And the result of that visit was that the commanding officers at Camp Vail now consider a visit to the telephone plant at 24 Walker Street one of the essential steps of the course that is conducted at the camp for training prospective reserve officers of the U. S. Army.

Consequently on July 12, 50 students and on July 19, 54 students from the R.O.T.C. at Camp Vail visited the Long Lines office, the radio station atop the Tower of Speech, the Metropolitan toll switching station of the New York Company, the Canal local central office and every other telephonic spot in the big wire and nerve center of the big city. And to make the visit more complete the outfit took their own photographer with them. Sergeant D'Aura, of the Photographic Division, U. S. A., at Washington, is the artist responsible for several views taken about the building, some of which are reproduced in this issue.

The two groups of men were under the command respectively of Lieutenant Elders and Captain Code and the photographic work under the supervision of Captain Powell. The men were students from several of our technical schools and colleges throughout the Middle West and the Eastern States. The Reserve Officers' Training Course at Camp Vail is for Signal

Corps work and lasts six weeks. On completing the course the men are given a commission of second lieutenant in the Signal Section, Officers' Reserve Corps.

Chicago Demonstrates (Continued from page 11)

that with the noises surrounding us and the number of people who were attracted by the demonstration, the demonstrator's voice was not strong enough to reach them all. A radio amplifier was provided, the horn of which is shown at the right of the counter. The demonstrator wore an ordinary operator's set and with the aid of the amplifier was easily able to make herself heard by all who were interested.

In addition to the toll demonstration board, there was a standard local demonstration board at each end of the Illinois Company's space. On the other side the Plant Department had an interesting exhibit, including a trouble desk, which was in actual service in handling troubles on all telephones installed on the pier.

The toll demonstration scheme for use at meetings of commercial clubs and before any other bodies of interested subscribers has only recently been introduced. Modification of the plan used at the pageant is necessary if we desire to fully discuss some of our service difficulties. This is a feature which we found we could not go into very deeply at the pageant, because if our call did not continue to move along, a large proportion of the audience lost interest.

We feel that there is no question about the need of a toll demonstration for the development of a better mutual understanding between the long distance forces and the long distance users and it is hoped that the 1922 pageant demonstration is a start in the right direction toward developing demonstrating equipment.



The first group of R. O. T. C. students from Camp Alfred Vail who inspected the Tower of Speech in New York City. With them, at either end, are some of our people at 24 Walker

Street who helped them do the works

Flappergasted

M. K., Chicago, Says This is How They Write the Queen's Own

H Gertie: That guy you gave me a tumble to yesterday is some potentate! I just must push the pencil a bit and tell you about him.

Gertie, he's the bee's knees. At about eight smacks of the curfew he pulled up here in his 8-lunger and handed me a bid to an egg harbor. Well, I put on my best blankets and hauled out, 'cause my gondolas were just aching for a shuffle. We didn't get to the joint, but I didn't mind, 'cause he's some curb cruiser.

After cruising around the sticks for a while he headed the boiler to another guy's hatrack where he knew there was a good party going on. Gertie, he's the eel's hips, all right. Why, he saved more time than the daylight saving law.

Finally we threw a wrench in the works and made a break. About half way home his ashcan stopped dead, right in the middle of the cowpath. When the animal kept on balking I suggested that we take an ankle parade for the rest of the way. So we did, leaving the music box where it wound out.

When we reached my parking space, I decided it would be safer not to disrupt fawther's mattress mauling. So I left the glimmers off, stalling off the guy with the

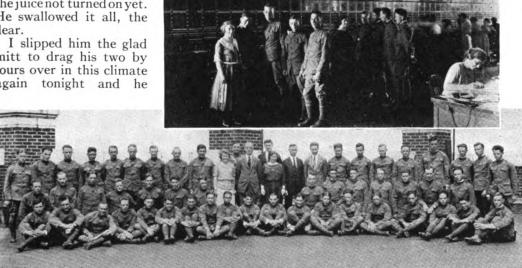
old gag about just reversing from the country and the juice not turned on yet. He swallowed it all, the dear.

mitt to drag his two by fours over in this climate again tonight and he chinned the final edition that he would. But I told him to leave the steam roller in the roundhouse next time and we would drag the o'sullivans around the concrete in the sticks and maybe to a filling station.

When we got to the exit fawther hit a knothole and the poor boy got scared. Judging by the way he got out of here, that guy musta taken lessons from Houdini. Last my peepers saw of him he was heading toward the place where we had put the skids on his hay wagon. Then I necked it up the gangway to my room and decorated the four-poster for awhile before going to the shop for another eight hours. But he'll be back tonight. He's the canary's croak.

"Unless all signs fail," says General Traffic Manager Van Meter, "we are due for a peak in business this Fall. The railroads and coal people will surely come to the end of their present troubles, many lines of industry will speed up as soon as they do, and along with everything else we shall probably have our usual autumn increase in traffic.

"We are in good shape to meet any such peak, both in personnel and equipment. But if we are to do the best possible job, it is up to all of us to make a quick recovery from vacations and put everything we've got into our work.



Second group, with Miss M. Burke, Captain Powell, J. S. Bridger, Miss M. Gibbons, S. E. Hawkins, F. R. Nichols, D. K. Martin (A. T. and T. Company) in center. Insert— In the fifth floor operating room

District Boards Meet in Montgomery

JUDGING by the amount of space given to the third quarterly meeting of District Traffic Board 33 and District Plant Board 34 in the local newspapers, the joint event was a decided success. J. C. Shea, Long Lines correspondent for Plant Branch 11, kept the Montgomery Advertiser, Journal and Times plentifully supplied with news of all happenings.

J. W. Garner, Testboard Man at Birmingham, who was sent to represent District 34 in the tour of the Western Electric Company's Hawthorne works, gave a talk on his trip. W. H. Barnes, District Plant Superintendent, and A. B. Dooley, District Traffic Superintendent, spoke on affairs

pertaining to the District.

Visiting delegates to the two District Boards were quartered in the Gay Teague Hotel, where the sessions of the four days' conference were held. Outside of business hours the delegates were entertained by Traffic Branch 35 and Plant Branch 11 with a picnic, dancing and a watermelon cutting.

The Skyscraper

Talk about your gas balloons and airplanes and such; dirigibles, parachutes they ain't so awful much. Here's how Lineman Amos Hosler went through space a-flyin'; a hundred feet straight up he soared, without even tryin'.

Cable by the Skagit River sagged mighty

low. Sleet storms in the winter time had bent it like a bow. Jam during February piled the logs up high, and one of 'em fell 'cross the cable, hangin' from the sky.

The weight stretched the cable like an E string on a fiddle. Ame climbed the nearest pole—'twas bendin' from the middle. He hooked his belt around the

top and started workin' there. Snap! went the fiddle string. Ame zoomed into air.

Ever throw an apple on a bendy willow twig? That was Amos Hosler, 'bout a thousand times as big. Up and up and up he went, almost out of sight. Other linemen watched him go and said, "Good night!"

But Amos played in luck that day. He landed in a pine. Shinnied down without a scratch. "No more of this for mine," he says. "Make out my time slip. I'm through with poles and things. The next time I go flyin' it will be with angel's wings."

"Yours in Haste"

"Dear sir: I heard of you through a man by the name of L— G— an thought I would write you for a job Ive Never worked on a line before but their nothing like learning and Im a man that can learn Im not very big 115P. and like a Monkey on a grapevine and like Manacic and auto and truck driving

"See what you can do for me and write to

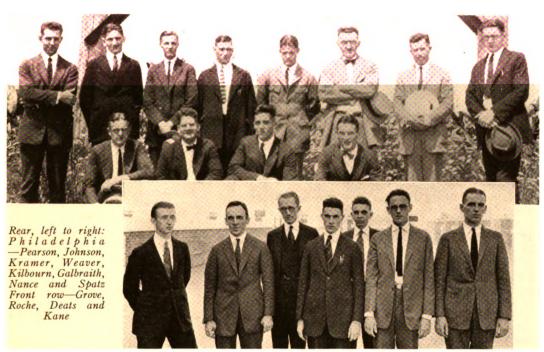
me wright Away rush.'

The Hint Courteous

"Physical culture, father, is perfectly lovely!" exclaimed an enthusiastic young miss just home from college. "Look! to develop the arms I grasp this rod in both hands and move it slowly from right to left."

"Well, well," replied dad admiringly. "What won't science discover next? Why, if that rod had straw on the other end, you'd be sweeping."—Dredged.





New York—Gurley, Burdick, C. J. C. Johansen, Fox, J. L. Reynolds, Goodrich and Dallye

OUR NEW RECRUITS

HORTLY after the close of college year, men from the various technical institutions throughout the country enroll in the Long Lines Department at Chicago, Philadelphia and New York to learn the business of long distance telephony. The universities of Purdue, Wisconsin, Illinois, Case, Ohio State, Northwestern and Minnesota were represented among the men interviewed this year at Chicago. In the East Syracuse, Clarkson, M.I.T., Penn State and Lehigh all contributed new material.

Photographs of the additions to the Long Lines Department in Philadelphia and New York are published herewith. As the Chicago men were scattered through the field, it was impossible to secure a group picture of them. This picture will have to be deferred until later.

It is only natural that, coming from such widely separated localities, the recruits should differ widely in their ideas. Their next few months will be crammed with novel sensations and experiences. They will form many brand new opinions and revise a lot of old ones.

Some will take a short training course before being sent into the field. Others will step into their working clothes at once and have several weeks' actual experience with construction gangs before starting the training course.

To all of them Long Lines folks extend a hearty welcome. Here they will find that the greatest magic in the modern business world is wrought by hard work. But though it may be hard, it will be made as pleasant as possible through the co-operation of their fellow workers. It should be only a short time before they come to understand thoroughly the unselfishness and teamwork that are traditional in the Long Lines Department.

The many friends and associates of Mr. Briesen, who are looking forward to seeing him actively back in the telephone game after he has received the full benefits of the well-deserved rest which he has decided to take, will be glad to hear that he is making favorable progress.

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A Pair of Jokes

HEN the new operating instructions were first placed in circulation, much interest was shown in the phrase: "Leave a note for Mr. Blank to call the Blank operator, please." The operators used it eagerly. On one call, three previous attempts had wound up with the request: "Leave a note for Mr. Blank to call the Blank operator, please." The operator had begun to doubt both the effectiveness of the phrase and the veracity of the subscriber when she questioned:

"Has Mr. Blank been in this afternoon at all?"

"Oh, yes."

"Well, did you leave a note for him to call

the Blank operator?"

"Sure I did. I'll tell you, Central, it's this way: he came in an' he went out, an' he took the note with 'im."

A certain subscriber in Des Moines has been known to be "out" to certain calling parties, and easily available to certain others. This call happened to be from one of the former, and the operator was having what is generally known as a "hot time" locating Mr. Blank. Not thinking it would be of any particular use, but not wanting to leave any bells unrung, she tried his residence. A childish voice answered, and the operator announced that Omaha was calling Mr. Blank.

"Oh-waittemminnit."

A minute went by.

"O-oh-a-he's not here."

"What time will he be there?"

The youngster turned from the telephone and yelled:

"Papa, when will you be here?"

Papa came to the telephone with a chuckle in his voice and talked.—G. B., Omaha.

pictures—with people in them—all that you would have them.

- 1. A seated figure should not be crowded too close to the top. There should be room to rise without crowding.
- 2. Avoid the sides of houses as background. Foliage or a plain gray cloth is very much better. Have the subject far enough away from the background so the latter may be slightly out of focus while the subject is sharply focused.

3. By preference use a large stop opening.

4. Avoid spotty mottled backgrounds especially when they are out of focus. Flecks of light and dark are disturbing and call attention away from the subject.

5. Portrait subjects should not look directly at the camera, nor appear conscious in any way. Have them appear to be doing something.

6. The subject should look at some object about on a level with the camera. Looking up or down is usually exaggerated in the picture and should be done only for special effect.

7. Do not try to get close up to make the image large on the film as by so doing the nearer parts of the face will be made to look too large in proportion. One should keep at least 8 or 10 feet away and preferably 15 feet. Then if the picture is too small take it sharply focused and enlarge to the proper size.

8. Do not get too great a contrast in the intensity

of lighting on the two sides of the face.

9. The source of strongest light should be at one side and above the subject.

10. If the shadow side of the face is too dark a white sheet held up just outside the range of the picture will light up the shadow side by reflection.

11. Give plenty of exposure and develop for a

"soft" negative.

12. If your subjects are members of this organization, by all means send a print and a paragraph or two concerning them to *Long Lines*.

Disqualified

"Can I be of any assistance?" asked the sympathetic motorist of a man who was glowering at a disabled car.

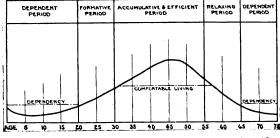
"How is your vocabulary?"

"I'm a minister, sir."

"Drive on."—Contemp.

When "Shooting" People

Here are a number of suggestions to amateur camera artists, culled largely from *The Mouthpiece*, which should help considerably in making your future



The economic career of the average wage earner is said to follow this curve. Most of us are optimistic enough to hope that 65 will find us still going strong. But there's food for thought in it, surely

During a recent public demonstration of local telephone service at St. Louis, the demonstrator inquired if there were any questions the audience wished to ask. Up spoke a voice savoring strongly of Hebrew, "Vat you do ven you don't get your nickel back?"

The Cleveland Plain Dealer, one of the country's leading newspapers, seems to appreciate our operators' work

It used a whole page in its Sunday rotogravure section not long ago to make them known to the public they serve



One of the pictures reproduced was a glimpse of the Long Lines operating room in action



Here is the Plain Dealer's full-page feature, with 15 pictures of our girls at work and off duty in the Cleveland office





In the smiling lady above, her friends recognize Hilda Mc-Lean, who handles calls to San Francisco and other points in the far West



The girl making out the ticket is Mae Weiss, while the davenport in the bottom picture holds the Misses Kattau, Hoban and Foreman

Clayfoot Celebrities

A smile by Miss E. Clemmie Rapp, Atlanta

"HY, of course I place you, Ebenezer C. Jamison, of Sand Creek, Henry Clay County, Michigan. I only met you once, but if I remember correctly, and I do remember correctly, I met you in Pawhusket, Oklahoma, at the Red Men's Convention. The date was July 30, 1911, and the time by my watch was 6:34 p. m. You wore a signet ring on your fourth finger and your hat was a Panama that had a tendency to droop over the left eye."

Such was my amazing experience with Frank L. Harris, the most famous memory expert in America. I was appalled at this man's uncanny ability to recall items too

small for even a country banker to bother with. I determined to meet this remarkable genius, whose name was a byword in every magazine in the United States. It is said in the advertisements that Mr. Harris's brain controls exclusively 38,762, 944 facts.

Through the influence of a mutual acquaintance, it was arranged that I have an interview with this memory specialist. I was struck bу Mr. Harris's forceful personality. In my short talk with him, he had about convinced me that the surest way to success was to follow his "Improve

Your Memory in One Evening" method.

About this time I noticed a rather shabby - looking man walking rapidly toward us. When he got right upon us, he blurted out: "Mr. Harris, you owe me seven dollars for gold fish. I've waited five months for my money and I want it now."

I saw Frank grow red and confused and heard him say: "Mr. Simmons, I clearly forgot that little matter, but I'll tie a string around my finger right now, so as to remind my wife not to forget to make me remember to call on you tomorrow."

Underground Radio

Cable testers at work on the Boston-Worcester cable were continually disturbed by passers-by who would question as to whether or not the cable testing set was a wireless instrument. At one time two small boys accosted a tester who sat awaiting developments at a manhole.

"Is that a radio, mister?" inquired one of the tots.

The tester took advantage of a few spare moments.

"Oh, yes," he replied, adjusting his

howler switch and the variable condenser of his instrument to make the tone resemble wireless signals. "Want to listen in?"

Ten minutes later the two boys, hand in hand, walkedgleefullyon, satisfied that they had heard Pittsburgh, San Francisco and Hawaii.

—A. W. S.



Good losing is on a par with good winning. When New York beat out Cleveland's per cent. completed by a narrow margin, the losers sent the winners this cartoon, taken from the cover of "The Country Gentleman." That's sportsmanship

Rapidly Moderating

In the early days of the telephone, says the Ladies' Home Journal, a prominent man was to talk over a line connecting two houses facing each other across the street. But when he was

urged to try the strange machine he demurred and looked suspiciously at the inoffensive contrivance. At last he was induced to approach it. For a time he hemmed and hawed nervously, finally venturing a faint, breathless, "Hello!" which naturally brought no response.

Suddenly he frowned and in a stentorian voice which could have been heard across the street without the wire, he roared: "Hello! Hello! HELLO! Well, how's the weather over there?"

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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C. H. FULLER
General Commercial Representative

E. T. WRIGHT Commercial Engineer

E. BELL Division Commercial Supt., Chicago

H. McDonald Commercial Representative, Boston

H. HOMER Commercial Representative, Philadelphia

C. H. GORIN Commercial Representative, Atlanta

W. L. DUSENBERRY Commercial Representative, Cleveland

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S. C. INGALLS Supervisor S. CROSBY

Supervisor of Instruction

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T. N. Lacy Division Plant Supt., Atlanta Sydney Hogerton Division Plant Supt., Chicago

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Division Plant Supt., St. Louis

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E. A. GRAY
Assistant General Traffic Manager C. H. HADLOCK

General Traffic Supervisor HERMANN THOMAS General Employment Supervisor

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Division Traffic Supt., Philadelphia

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Division Traffic Supt., Cleveland

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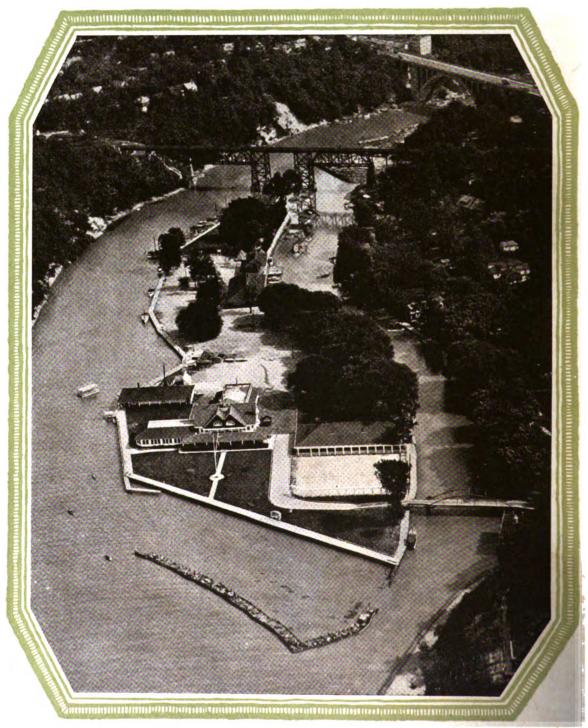
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BEAUTIFUL CLEVELAND AWAITS YOU, PIONEERS



ON a charming island in the canon of Rocky River are the grounds of the Cleveland Yacht Club. Here the Pioneers will go in the morning of September 30 for an all day outing.





A Scotchman That's Different

"OH," said Edward A. Wilson, painter of the heroic figure on our cover, "just tell them my favorite pastime is standing in front of a paying teller's window getting a pocketful of money."

Which goes to show what an unusual kind of person Wilson is; for tradition holds that everybody born in Scotland haunts only the window of the receiving teller.

Prying further into his affairs, we learn that he likes: old ships—and pictures of 'em, sailors, Cape Cod, his family, sleep, books and tobacco. He dislikes: subways, musical shows, automobiles, cigarettes, New Jersey, teas, Greenwich Village and some artists. Says so himself.

He neglected to add that we see his covers on Country Life, Harper's Bazar, Collier's, etc., and that his pictures for such national advertisers as Pierce-Arrow, Gorham and Estey are better than many that hang in galleries. And he couldn't very well say that his sense of the decorative is something to marvel at.



THREE THOUGHTS

BACK in our home town there used to be a young fellow with an overwhelming curiosity. When he got out of high school he made a bee-line for the local morning paper—where as a cub reporter he could keep on asking questions to his heart's content. People thought him bright enough, but a bit of a bore. "If only," they said, "he wouldn't start every conversation with 'Well, what's new?"

Today this man stands among the leaders of American journalism, and it is admitted that his remarkable general knowledge of the world and its affairs has much to do with his success. . . . If only more people got the habit of finding out what is going on around them—even in our own industry.

"When I find some one in trouble along the road," said the motorist, "I do all I can to give him a lift. It's a pleasure in most cases, but sometimes—well, listen. This fellow I'm talking about had his car in the mud up to the hub caps. I stopped and told him I'd hitch on and try to pull him out, if he wanted me to. 'I've a tow

line,' I said, 'and if we start both engines and pull together we ought to move 'er.'
"Believe it or not, that man just looked at me. And then he said: 'No, thanks;
I'm afraid it might strain my motor.'"

The telephone rang lustily, and remembering our training in Courtesy Over the Wire, we wig-wagged the two men and one woman in the office to cease firing while we answered.

"This," began a rich, round, deliberate voice, "is the Polysyllabic Museum of Art. Our board of trustees has suggested you as a possible member of the museum." (And so on without pause for several minutes). "This will cost you only——"

"Wait a minute, please," we managed to interject. "There are four people in this room trying to get some work done. Do you mind writing out your story and mailing it? Thanks. 'Bye."

The rich, round voice was still gurgling as we hung up. There are moments, we submit, when the precepts of telephone courtesy may be—well, blamed near ignored.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 4 T. T. COOK, EDITOR OCTOBER, 1922



"As life becomes more complex, resort to the law becomes more frequent and more important."

LEGAL LORE

By F. R. Elsasser, Attorney

T is not an uncommon experience nowadays to hear business men complaining about the necessity of having to obtain legal advice at every important juncture of their various They say that they are transactions. handicapped at every turn by "legal technicalities"; and that consequently consultation with lawyers has become a matter of almost daily routine. And they look back regretfully on the "good old days" when they could give reign to their native talents without anxious reference to the law, when the appearance of an attorney heralded the rise of a great emergency.

It may be conceded that these things are different now, but the reasons are not far to seek. It is almost trite to call attention to the complexities of modern business; and these complexities naturally and inevitably create conflicts of interest. But human society prefers order to chaos; and therefore legal machinery has been developed everywhere whose principal function is the adjustment of these conflicts of interest along what are deemed equitable lines.

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From the point of view of the contestants and also from the point of view of the public generally a vital feature of these adjustments, through the machinery of the law, is the fact that they are enforced by the full power of the state, if necessary—the sheriff, the marshal, the state militia, the federal army, and whatnot. Hence, as life becomes more complex—particularly in industrial countries—and as the increasing complexity of conditions is accompanied by increased friction between competing interests, resort to the law becomes more frequent and more important.

But there is another phase wherein the mechanism of the law increasingly interferes with individuals or groups: that is, in the matter of regulation by the state. We have traveled very far since the days of Herbert Spencer and the Manchester school of political and economic thought. Indeed, we some time ago reached the point where the public interest concerns itself not only with keeping the peace and preventing conflicts between interested

groups, or adjusting the same, but also with the process of business in one way or another to accomplish certain purposes, deemed to be for the public good. That in fact is the gist of regulation by the state.

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A modern public service corporation is thus vitally interested in and affected by two groups of rights and liabilities; first, those arising out of its relations to individuals or groups; and second, those arising out of regulation by the state, which includes both what is generally considered as regulation of such items as rates and service, and also other laws affecting the maintenance and operation of its plant and business, as for instance, the matter of franchises or methods of financing.

To advise the Company on these matters and take such action in connection with them as may be called for is the primary function of the Legal Department

function of the Legal Department.

The terms "advice" and "action" suggest a certain duality of function.

The Legal Department must be prepared to tell the Company, as accurately as possible, what its legal rights are in any given situation which calls for the determination of these rights. This is perhaps a more difficult task than a good many people realize. Painstaking analysis of all relevant facts, application of correct legal principles to these facts, and in addition the exercise of the sovereign gift of common sense—these must always be the basic elements of sound legal advice. Such a task obviously presupposes co-operation between lawyer and client, or between the Legal Department and the other departments of a corporate organization.

For legal advice, to be worth anything, must not only be theoretically correct, but practically useful—and such a result can only be obtained if between the lawyer and the people whom he is advising there exists a basis of mutual understanding and

sympathy.

But, given all these conditions, laymen have a right to expect from the lawyer a reasonable amount of definiteness and concreteness in his opinions: for nothing is more tantalizing than evasiveness; nor is anything more conducive to lack of confidence between lawyer and client than a tendency on the part of the former to avoid responsibility by failing to take a definite stand where the situation calls for such a stand.

More important perhaps because more far-reaching in its consequences than the giving of advice in the abstract, is the more dynamic function of the Legal Department which consists in taking action of one sort or another: this may be in the way of negotiations or litigation, using the latter term in the rather broad sense of representation before any governmental body courts, commissions, municipal councils,

These matters as a rule involve important issues not only of law but of policy. True, the first step is generally to ascertain your legal rights; there are generally, however, two further questions: do you wish to assert these legal rights and if so to what extent and how?

To deal with such issues in a competent fashion a man must be not only well grounded in his professional training, but also endowed with practical business judgment and a knowledge of affairs.

We hear a great deal of separation of functions in corporate organizations; and up to a certain point common sense tells us there is a sound basis for such a set-up. Nevertheless, the idea ought not be allowed to become a fetish. The wise executive knows better. An able lawyer with broad business experience and a good personality will be a useful advisor not only in legal matters but also on questions of policy and in the field of public relations so important to modern corporate enterprises, particularly utilities.

Here of course the personal equation becomes of vital importance. Modern business is like a complex, delicate piece of machinery—it won't stand much handling with clumsy and unskillful fingers. There are lawyers and lawyers. The pedantic legalist wrapped in cobwebs of phrases and forms, or the quarrelsome, tactless pettifogger—these are types which have lowered the legal profession in the eyes of some business men. But on the other hand, the well trained legal mind mellowed by broad experience in large affairs is in greater demand than ever.

The truth of the matter is that important causes-whether in court or before commissions or before administrative bodies call for a combination of qualities which are not often found together. The setting in motion of legal machinery to enforce legal rights is after all but a part of a lawyer's task. His constructive task is a broader one. And upon that task he must bring to bear not only professional skill but sound judgment based on broad experience in affairs—in other words, the somewhat elusive quality of statesmanship.

The work of the Legal Department constantly involves the exercise of these qualities.

Take a very simple case. The highway authorities request us to remove some poles from the highway to private property. The first question to be determined is: What is the law and what are our rights? In most states telephone companies are given the right by statute to occupy the highways. But this right is not an unlimited one. The public authorities generally have the power—within reasonable limits—to tell the company where it can put these poles; the public convenience, traffic conditions, the telephone company's own needs-all these factors enter into the situation. But there remains the fundamental right to obtain some location within the limits of the highway.

Having ascertained the law, what is the next move? One possible course is to refuse to comply with the request, stating our grounds. But not always is this the proper course to pursue. It creates an atmosphere of contentiousness. Both sides face each other on guard like professional prize fighters. You have no solution; you have a show-down. This may be called for in some instances, but such occasions are not common.

A better way very often is to take the matter up with the proper authorities and, if the facts warrant it, to try and convince them that on the merits of the case some other course such as relocation within the limits of the highway is the proper solution of the difficulty. Or if no such solution is available a settlement may perhaps be worked out on the basis that the poles will be removed as requested, provided the company is properly reimbursed.

This is but one illustration; others could be given.

Take the problem of inductive interference with telephone service caused by proximity of high tension lines. It of course touches some very fundamental legal rights such as those arising out of conflicting uses of highways, rights flowing from the fact of prior occupancy, etc. But these do not of necessity tell the whole story: the problem is broader.

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It involves the relations of two powerful groups of public utility interests arising out of the growing demand both for communication facilities and for power in all its manifold forms; and as both services are, practically speaking, necessities of life, some way must be worked out that will furnish them with the minimum of friction. They must not be allowed to ride roughshod over each other. That is where your legal rights become important. But on the other hand it may be possible to devise ways and means whereby the two services can flourish side by side on a co-operative basis. The consideration that legal rights form the foundation of these relationships ought not to prevent the consummation of a rational solution just to all concerned.

Enough has been said to show that the

problems of the Legal Department are numerous and quite complex. And it ought to be clear that as time advances lawyers that is, the right kind of lawvers-are becoming a more and more vital factor in the affairs of business. It cannot be otherwise. Only the other day Secretary of State Hughes, one of the leaders of our bar, had occasion to comment on the tendency to "keep the lawyers out of it," and he observed—not without a touch of sarcasm—that some of the big men of his acquaintance who were the most extreme in their prejudice against "mere lawyers," were the very ones to call most frantically for help from their attorneys if but the least bit of a cloud appeared on the horizon.

Φ

And so it is that although Thackeray once described an able lawyer as "bringing a great intellect laboriously down to the comprehension of a mean subject," Mr. Justice Holmes' words remain true: "The world has its fling at lawyers sometimes, but its very denial is an admission. It feels, what I believe to be the truth, that of all secular professions this has the highest standards."

Our Made-to-Order Product

PERATOR, your position among salespeople is unique. You are "in a class all by yourself," for where others are required only to sell a ready-made article, in the construction of which they had no hand at all, you are a manufacturer as well. Given the materials and a list of the subscriber's requirements, you must assemble your product before offering it for sale.

Nor does your responsibility end there. An ordinary manufacturing concern employs a number of people as inspectors, whose duty it is to examine the goods ready for market, measure them to a standard, and ascertain that no piece leaves the factory unless it is in perfect condition. This is done to protect the firm's reputation for manufacturing a standard grade article and insure the customer's receiving full value for his money.

By reason of the peculiar character of your "line" (as salespeople speak of their product), you automatically become the inspector, and when in establishing a connection you report "Ready with . . ."—that becomes an official guarantee and signifies that you are turning over to the subscriber a connection which you have reason to believe will meet with his approval. The Company depends on you to uphold its reputation for reliability, and you personally are responsible for seeing that every connection you establish is completed satisfactorily to the subscriber.

Make steady customers out of your subscribers by giving them, as nearly as it is in your power to do so, what they want, when they want it.—L. O., in the St. Louis Jolt.



Rate and charge quoting is so important that boiling water would be mild compared with the hot water we'd be in if things went wrong in that part of the works. In New York there are 30 rate and charge quoting operators.

"That Was Ninety Cents"

New York Subscribers Can Generally Find Out in Two Minutes What Calls Previously Talked On Cost —by R. L. Keith, Traffic Supervisor, N. Y. C.

F subscribers who want to know the charges on their long distance calls could be persuaded or educated, as the case might be, to make the fact known at the time they file their calls or by flashing the operator after they have finished talking on their calls, the problem of quoting charges at a large office such as New York would be much simpler. As it is, some 1,200 to 1,400 requests are received at the New York charge desk daily for charges on calls which have been talked on perhaps the minute before, the hour before, the day before, or the month before.

In most cases the charge operator is able to locate the message ticket and quote the charges in less than two minutes. If the operator has failed to locate the message tickets within two minutes she advises the subscriber that she will secure the charges and call him. The subscriber therefore either receives the charges or this report within two minutes of the time he makes his request.

The recording operator upon receiving a request for a charge on a call asks the subscriber the place to which he talked, and connects him with one of the four trunks to the correct filing desk, unless all four trunks are busy. If they are busy she connects him with an adjacent desk.

The 16,000 outward message tickets are first filed in six adjacent filing cabinets. On one side of the line of filing desks are the filing operators and rate quoting operators, on the other side are the charge quoting operators. There are twelve charge operators (two for each cabinet) during the busy hours of the day. Either of the two charge operators can answer any of the four trunks on that particular cabinet. The four trunks to each cabinet are designated at the recording board to show the corresponding alphabetical arrangement of the tickets filed at that cabinet. Neither operator can assist the operator on the cabinet next to her, because she cannot reach the tickets, nor can she answer the signals at the other desk. This, of course, reduces team work.

Now, in order to quote charges promptly, all the following conditions must be met:

The outward operator must have sent the message ticket or a skeleton ticket, showing the number of minutes, promptly OCTOBER, 1922 ONG INES

through the pneumatic tube to a filing desk. If the ticket record requires two tickets, which necessitates their being pinned together, they cannot be sent through the tube. In this case messenger service must be speedy, as the messenger may have to travel from one floor to the other and a distance of a city block besides.

The filing operators must have filed the ticket accurately and without delay.

The recording operator must have connected the subscriber to the correct charge cabinet. If the request comes to another charge cabinet in error or due to busy trunks to the correct cabinet, a supervisor has to take the ticket to the proper section, search for the ticket and return to the desk where the subscriber is being held.

The charge operator's search must have been thorough.

If any one of these conditions has not been met the charges cannot be quoted promptly. Items one and three are the principal causes of delay.

About one half of the tickets not located within the two minute period are located within ten minutes and despite the large file of tickets at New York in but few instances are tickets not located.

The charge operator, in addition to being courteous and accurate at computing charges, has to have the skill of a District Attorney in trying to find out from subscribers sufficient information to locate the tickets covering their calls. Past ex-

perience has proved it unwise to ask a subscriber for any other information at the time he requests the charges than "What is your number?" and "What city did you talk to?" But if she cannot locate the ticket promptly in the filing cabinet, before the subscriber is dismissed, the operator will have a story on paper which will answer any of the following questions:

"What is your number?"

"Did you talk on the call from that number?"

"Are there any other numbers to which the call might be charged?"

"Have you talked on the call or was the call canceled?"

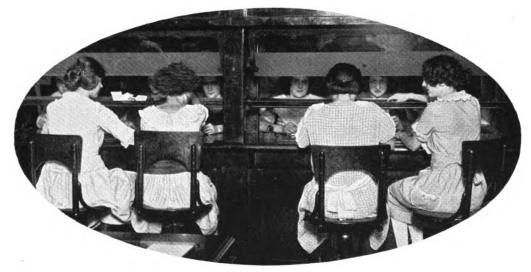
"To what place did you talk?"

"What time did you talk today?"

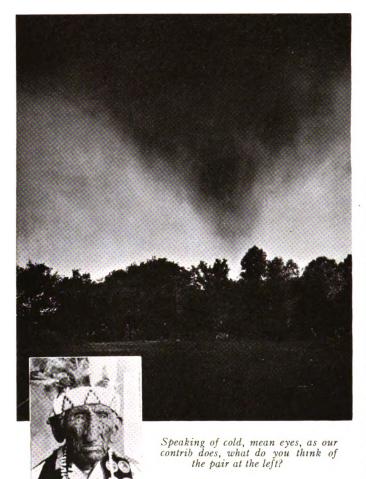
"Can you give us the called party's name and number?"

"Was the call an outward paid call, an outward collect call or inward collect call?"

After we have determined that the call is a current day call and what kind of call it is, there is not much time lost in quoting the charges. If the charges refer to an inward collect call, we have to call the distant city. If, however, the call was on a previous day, the information has to be obtained from the Commercial Department of the associated company, for the tickets leave the Traffic Department the morning following the day the call was filed.



Without the distributing operators who chute the tickets from the recording and directory to the line operators, not many tickets would be made to talk. These New York distributors do not work directly with the charge quoting operators, but they come under the same assistant chief operator.



To your left you see a section of a remarkable cyclone photograph made right out in the country where Lyons keeps our circuits working

CYCLONES DO QUEER THINGS

A Story About O. F. Lyons, of Sulphur, Okla., by D. F. Wilson, Oklahoma City

"YONS," said Mr. Wilson, "is one of the most interesting characters I have ever met. Hard-boiled, undiplomatic, unusually strong, honest, inflexible in purpose and unfalteringly devoted to duty. His whole personality is such as to leave a lasting memory with all who come in contact with him."

Oscar Frederick Lyons, Section Lineman at Sulphur, Okla., was born in Noble County, Indiana, in the year 1887. After seeing service with the Western Union Telegraph Company, the Mountain States and the Missouri and Kansas Telephone Companies as lineman, he came into our organization in May, 1912, as a division lineman. He was later made section lineman at Denison, Texas, and then moved to Sulphur, Okla., but remained in charge of the same section of the Newton-Denison line or that portion extending from the South Canadian River to the Oklahoma-Texas border.

To appreciate him you should know something of his country, where smoke from Indians' tepees worms its way slowly upward in the distance; where at night screech owls call from the trees; where rattlesnakes strike at unwary linemen, and where cyclones suddenly sweep down and whirl whole villages to destruction. It was here, after two predecessors had disappeared, that Lyons took an unkept section. Then it was undergrown with scrub oak and overhung with limbs and

vines. Now it stands wholly cleared and open to the light of day.

Fred is a type of manhood not commonly met. He has characteristics which you admire instinctively. He is a living example of dependability, a giant in strength and in endurance. With an untiring spirit he has fought, mostly single-handed, the elements which destroy our service, and in so doing has exhibited uncommon physical power.

Lyons carries a 25-foot pole on his shoulder with apparent ease. Frequently he

And to your right our hero, Fred Lyons himself. Treat him gentle, for he carries telephone poles on his shoulder with ease

sets his poles unassisted and without the use of pike poles. On one occasion he set a 25-foot "black diamond" this way. Sometimes he secures a helper, but the helpers do not stay long. Perhaps it's the sight of Fred carrying a coil of copper wire or a couple of creosoted arms several miles down the line. Or maybe the elements are too severe.

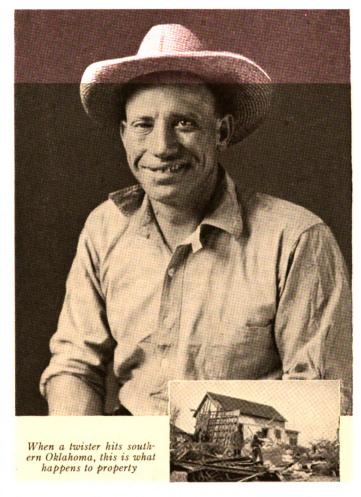
The longest stretch of poles taken out in Lyons' section by a cyclone was seven miles. One of his record feats was the quick temporary restoration of service followed by the resetting of a 55 pole break unassisted.

Fred has a mean, cold right eye and a broad smile and he can work them together or separately as the occasion requires. He also has a keen

sense of humor. This was brought out especially well one night when we were staying at Randolph, Okla., a city composed of a depot, a combination store and hotel, and one or two shacks.

Late in the evening we sat on a large log some distance from the inn, which was dimly lighted with oil lamps. A tender-foot traveling man, reluctant to face the too-sociable insects that awaited him within, occupied, uninvited, a part of the log. His request at supper for a napkin, his use of a gold toothpick taken from a neat case, and the fact that he chewed gum were partly responsible for the lack of sociability that prevailed.

The moon was trying to pierce the thick tree tops to reach the waters of the Washata River directly in front of us. In my mind I was trying to identify all the sounds coming through the darkness—a turtle dove cooing overhead, a coyote howling



in the distant hills, a cat bird, a bob cat—when the stranger suddenly interrupted the tranquillity. He said to Lyons, "I guess the cyclones do queer things down in this country."

"They sure do," replied Lyons. "I'll tell you one, and I can whip the man that doubts my word.

"I was walking over a ranch just swept by a cyclone. Buffalo dead. Indian buck, squaw and papoose, all dead. Then I heard a rooster crowing. After a long search I found him on the inside of a gallon jug. I broke the jug and set the rooster free. He was uninjured."

The traveler looked longingly at me for some encouragement to break the silence that followed. But I offered none. He turned and looked at the man who had told the story. Lyons' massive muscles showed clearly in the starlight. There was no

(Continued on page 26)

Out of Our Daily Experience

An Excerpt from Director F. A. Stevenson's Address at the Industrial Conference of the International Y. M. C. A., Silver Bay, N. Y.

In any line of industry the fundamentals, to my mind, are briefly these: To all interested in a particular industry the return from it must be an equitable one in proportion to the services required, and one which makes that industry attractive as compared with others. Those interested represent three classes: (1) Those who purchase the product; (2) Those who furnish the capital; (3) Those who conduct the industry. The price must be satisfactory to the purchaser, or there can be no market. The price must yield a profit to the industry, or the industry cannot continue. The return to the investor must be satisfactory, or there can be no capital. The return to those engaged in the conduct of the industry must be satisfactory, or the necessary people cannot be obtained. For the success of an industry all of these elements must be present and they must compare favorably with other types of industry.

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If these fundamentals are correct, they lead logically to another, possibly not so generally recognized, namely, that for the success of an industry the interests of all concerned are mutual and not antagonistic.

When this is more generally appreciated we will have taken a long step toward the solution of industrial problems. I do not think any one will argue the proposition that "you cannot get something for nothing." Is not the other proposition equally true, that "you cannot continue to get something at another's expense?" The equity of a contract demands advantage to both parties.

Still another fundamental, essential to the carrying out of the previous ones, is the willingness of all concerned to play their parts with a proper recognition of the parts of the others. This is an item essential to obtaining satisfactory results in everything which enters into our daily life and those elements which go to make up society as a whole. This is the element of teamwork, which requires, first, a plan, an objective; second, an executive to direct the operation of the plan; third, a willingness of each member to play his part, to co-operate with the others, to trust the others, and to realize that the others are depending on him.

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As indicated in the division of the classes of people interested in an industry, the third class is those responsible for the conduct of the operation of the business. In this I include all who are responsible for the operation of the business, irrespective of the positions which they may occupy. For practical purposes it is essential that those responsible for the operation of the business be divided into what are called,

possibly for the want of better terms, management and employees. This, however, is but another way of expressing that each one has a particular function assigned to him in the operation of an industry.

It is in these classes that teamwork is the most essential. It is necessary that each one, no matter what his function or position, should work with the others as a member of the team, all having the willingness to play their parts and to hold the confidence of the others. The broader the knowledge of all in an industry regarding the various phases of that industry, and the closer the contact between the various positions or functions, the more readily can the co-ordinated work be carried out. This matter of contact and of supplying information is a two-track arrangement and both tracks must be kept open at all times, working equally well from the management to the employees, and from the employees to the management.

4

In general, I believe that these fundamentals are correct and that they furnish the universal basis for application to any type of industry. Given the acceptance of these fundamentals, the type of organization is not important. Without these fundamentals, no matter how good the type of organization, it cannot continue successfully.

In the industry with which I am engaged, the telephone business, we have improved a system of relations based on those fundamentals, which, for our industry, has produced and is producing results. (Here followed a description of the Long Lines Department and of our Association of Employees).

Our Association is now in its third year. The results obtained have been satisfactory to the management and to the employees. Minor modifications to bring about quicker action and eliminations of unnecessary detail have been made from time to time, but the underlying principles have been found sound.

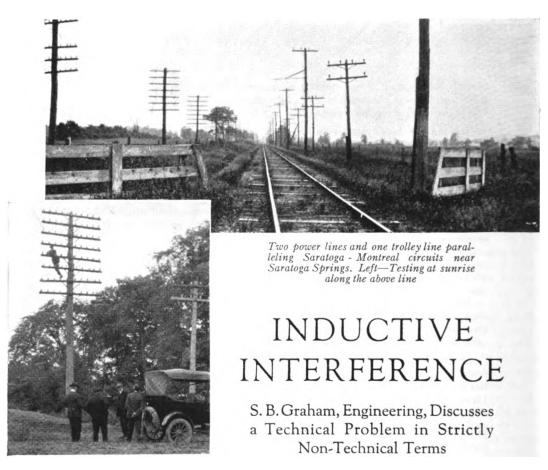
We appreciate that we have not reached the final answer in working out all of the fine points involved, and we are inclined to hope that we never will. Our daily experience with the Association impresses us strongly with its value and continually opens up new possibilities. We believe we have a practical system of relations that we not only do not want to scrap, but that we want to continue, with the confident expectation that in the future it will be further improved.

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I do not put forward our plan as the only satisfactory one. There is no fixed formula. I offer it as an example of a plan which works satisfactorily with our conditions and one which has amply provided for the essential items of contact, conference, confidence, and co-operation, and is giving the results which inevitably flow from these items.

What I urge is this: Examine and consider the fundamentals as stated. If they are correct, if they are sound, if they are reasonable, let us all preach them; above all, let us all practice them. Let us make every effort to remove all mystery from our particular industry. Let us be human. Let us be helpful. Let us learn that each one of us is a member of a team and that only by all working together can all be benefited.





T is not unusual, when one is driving through the country, to see on one side of the road a telephone line and on the other side an electric light or power line. The situation looks harmless enough as one drives along, and yet it is just such situations that are responsible for a considerable part of the hum or noise that is present on many telephone circuits.

Electric light and power circuits are surrounded by electric and magnetic fields which produce electrical effects in any telephone circuits that may be included within the range of influence of those fields, as is the case when the two lines are on the opposite sides of a highway. It is these electrical effects which cause the noise heard on the telephone circuits.

Situations where electric light and power lines are parallel with telephone lines are called "parallels" or "exposures." The intensity of the electrical effects caused in telephone circuits by paralleling power circuits is of course not always the same.

It varies both as to character and as to intensity, and it is only when the effects are of such severity as to cause noise or other troubles, that they are considered as constituting inductive interference.

The manifestation of inductive interference is generally that of noise. However, other troublesome effects are sometimes caused, such as the operation of signals at switchboards and interference with the operation of telegraph circuits. In some instances trouble has been experienced in local telephone plants in the nature of the ringing of bells at subscribers' telephones. Other effects, which occur at times of trouble on the paralleling power line, are those of the operation of protectors and the damage of central office apparatus. This results in considerable inconvenience and the interruption of both telephone and telegraph service until the protectors can be replaced or the damaged apparatus repaired, or other apparatus substituted.

The only reliable means of preventing inductive interference troubles is by so

locating the lines that the telephone line will not be within the range of inductive influence of electric light or power lines or of electric railway lines. This is not always practicable, however, and it is therefore necessary in many instances to use such means as may be available to lessen or minimize the electrical effects. In some cases material improvement can be obtained by making changes in the power line, in other cases changes in the telephone line are sufficient, while in still other cases it may be necessary to make changes in both the power and telephone lines in order to sufficiently minimize the inductive effects.

In the office of the Long Lines Engineer and in the offices of the various division Plant engineers there are men who devote most or all of their time to inductive interference problems. These men investigate the circumstances surrounding each case of inductive interference and determine the means which will most effectively and economically give relief. This work requires that a study be made of the conditions of the telephone line and quite frequently of the power line.

Tests frequently have to be made on the telephone line, in which it is necessary to open all of the wires at points adjacent to the two ends of the section wherein the power and telephone lines are parallel in order that a measure of the electrical effects caused by some one particular power line can be obtained. Tests of this kind have to be made during the hours when the telephone line is not required for regular telephone service, which is generally bebetween 2:30 and 5:00 o'clock in the morning. In making such tests, the men go to the poles where the wires are to be opened and test with their apparatus set

up in an automobile or in any other convenient arrangement available at the particular location.

In addition to the work on the telephone line, the inductive interference men often find it necessary to make tests on the power line. This work is of course always done with the co-operation of representatives of the power company. Tests are made to determine the condition of the power line and other tests are made for the purpose of obtaining some idea as to the amount of noise which the power line might be expected to cause on the paralleling telephone circuits.

The noise which is generally heard on a telephone circuit consists of the combination of a number of tones each having a different pitch. The same characteristic noise would be heard if a telephone receiver were connected through proper apparatus to an electric light circuit and here again the noise is made up of a number of tones of different pitch. In fact, it is the transference of electrical energy from the electric light or power circuit to the

Right — Line switch box, made on the job, used in induction tests on the Terre Haute - Chicago line. Below — Another photo of the testing group shown on the facing page, with their devices pread over flivver and box





telephone circuit by induction through the air that usually causes the noise in the telephone circuits. Small alternating currents and voltages whose frequencies are comparable with those involved in the transmission of speech are present in many power circuits.

These small currents and voltages are in the power circuit in addition to the current which is used for electric lighting or power. They are, as it were, superimposed on the circuit and in alternating current electric light circuits they are called "harmonics." These harmonics have frequencies which are multiples of the normal or fundamental frequency of the lighting circuit. The normal or fundamental frequency most commonly used for alternating current electric lighting circuits is present in such circuits, however, have frequencies which are multiples of 60, such as 180, 300, 420, 600, etc. The frequencies involved in the transmission of speech lie, for the most part, between 200 and 2,000 cycles per second.

It is evident, therefore, that since the frequencies of many of the harmonics in the power circuit are within the range of frequencies of human speech, the transference into the telephone circuit of electrical energy at those frequencies will produce

sounds in the telephone receiver which will add to the sounds produced by the currents used for speech transmission and will thereby interfere.

Induction troubles from electric light and power lines and from electric railway lines have been one of the many serious problems confronting the telephone companies since the early days of telephony. Initially each telephone circuit consisted of only one wire, the earth being used as a common return for all circuits. Noise troubles were very severe on such circuits and limited the distance over which conversation could be carried.

Following the invention of the method of manufacturing the hard drawn copper wire which is now used so extensively in the plant, and of a proper method of transposing telephone circuits, successful metallic circuits were strung which were almost entirely free of noise. It appeared for a time that the inductive interference problem had been solved but with the enormous extension of the telephone system and the development of high voltage power systems and electric light and electric railway systems, the old troubles again arose and for the past few years a variety of these problems have required the most patient and careful study.

When the Prodigal Returns

T'S no idle jest to resume your vest and go back to your swivel chair,

While the sunburn peels from your head to your heels, and you comb the sand from your hair.

Your mosquito bites for days and nights will drive you 'most insane;

But to make you scratch they aren't a match for the ivy's itching bane.

Your brow grows black as your mind goes back to a girl and a night by the sea, For her heart was cold as your suit you told,

and the echoes rang with her glee;
And you sadly muse on the awful news she

broke when she blushed and said
You were far too late, for she'd set the date.

You were far too late, for she'd set the date, and next month would be wed.

You remember yet how cold and wet you got on the day you sailed;

How the fliv once stood in mud to the hood, and your efforts to move it failed;

How the tennis courts were out of sorts, and the golf course rank with hay;

Fish wouldn't look at a baited hook if it hung in the lake all day.

You've lost some weight and your cronies state a rest is what you need.

You are sore and lame. You recall with shame how you've made your bank roll bleed;

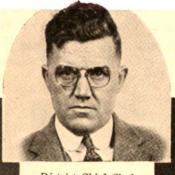
But in spite of all, if you got the call to take your trip anew,

Would you cash a check and start the trek again? Sure; I would too.—K. T. R.



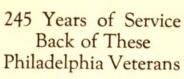
At left—W. H. Kline joined the Long Lines Dec. 1, 1899. He is now Division Supervisor of special con-tract service. At right—Chief Test-board Man A. G. Strickland signed

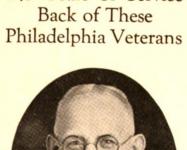
up three years later



District Chief Clerk J. O'D. Dunlap also took up his duties with the Depart-ment in 1899. At left — W. E. Oliver, Chief Equal to the Man made his de Man, made his debut March 9, 1896, while F. Roller, Supervisor of Buildings (right) came in four years ahead of him







M. J. Doherty, Cable Fore-man, leads with 34 years' experience behind him



W. S. Marshall, Account-

ing Clerk, first appeared on



W. K. Fox, Equipment Attendant, w. K. Fox, Equipment Attendant, got his start in long distance telephony Feb. 14, 1898. At left—J. A. Gilson, District Inspector, enlisted in the first year of this century, three months ahead of Testboard Man B. F. Bryant (right)



PHONETON

HONETON. This one word tells nearly the whole story: a village inhabited almost entirely by people who work for a telephone company. Located at the crossing of the Old National Road and the Old Troy Pike, ten miles north of Dayton, Ohio, it forms one of the links in the strong East and West chain of long distance communication maintained by the A. T. and T. Company.

In 1893, the Pitts-

burgh-St. Louis line was built and a test station established in the old Grange Hall at the crossroads, the operating force consisting of two persons, a man who acted as lineman, and his wife as operator. Originally it was known as Tadmor, due to the nearest post office being on the Baltimore and Ohio Railroad two miles west of the station.

Several years later, the office in the Grange Hall proving inadequate, a frame building was constructed which housed the equipment until 1902, when the present brick building, construction on which had begun a year before, was occupied.

During this time the personnel had increased from the original two to a force of about 16, and to house these a hotel was built and several residences. Simultaneously a grocery was established and a post office talked of. But a post office must have a name and after many suggestions and rejections the word "Phonetown" proved the most popular. It sounded a bit flat so the w was dropped and Phoneton became the name of the little crossroads village. Since that time many changes have taken place. The town has grown, but very little. It comprises the Company's property, composed of the test station, chief testboard man's dwelling and garage, the general store and post office and 20 houses. About half of the houses are owned by

Thus Named, E. E. Aker Explains, Because Our Business Furnishes the Main Reason for the Town's Existence



The brick office building, partly covered with ivy and in a setting of neatly trimmed trees

employees of the station although not all of the employees live in Phoneton. Twenty of them, about one-fourth Traffic and the rest Plant, reside in Tippecanoe City and travel back and forth in a motor bus maintained by the Company which makes six round trips daily.

The office itself is a three-story structure and on the ground floor is located the power and battery room and men's rest room. The latter is furnished in

mission. A library of 100 volumes, supplied by the Ohio State Traveling Library Association, is maintained by the local Plant branch of the Association of Employees.

On the second floor is located the Traffic Department operating room with a tenposition toll switching board in charge of Miss Araminta Detrick, Chief Operator. The Traffic force consists of the chief operator, eight line operators and a matron. An attractively furnished Traffic Department rest room, the telephone repeater and carrier current repeater rooms and the kitchen and dining room, where lunch is served at cost to the employees who cannot go home for the noon meal, take up the remainder of the second floor.

The testboard and Morse duplex apparatus are located on the third floor. Three wire lines terminate in the testboard: the Pittsburgh-St. Louis line east and west; the Maumee-Cincinnati line north and south, and the Point Pleasant (W. Va.)-Marion (Ind.) line southeast to northwest. Five rows of duplex tables, on which are mounted 92 sets of duplex repeaters and 20 single line repeaters make up the Morse equipment.

In the rear of the building are the combination garage-storeroom and water tank. The latter is filled from a deep well located on the premises. Incidentally, this water, under pressure, is supplied to any of the

ONG LINES

local employees who will provide their own service piping to the well. Several have availed themselves of this privilege, the details of which were handled through the Employees Association. Regular city lighting service is used here, 110-volt alternating current being furnished by the Dayton Power and Light Company. The fact that no rail transportation is available is not detrimental, for each garage houses some kind of "six" or "Henry" and with good roads extending away from us in all directions it is a matter of only a few minutes' travel to be settled comfortably in a movie or peaceably following the missus through a department store.

Directly west of Phoneton is the Big Miami River, just a peaceful watercourse

in summer but a raging torrent in the spring. This river together with another called the Stillwater, which, true to its name, runs deep, furnished most of the

its stilt-like legs

water that swept through Dayton in 1913. Luckily, Phoneton is high and dry so it is no matter to us whether the water gets up to the Corncrib or not. The Corncrib, by the way, is located half way up the valley side from the river and is used by every one as a reference point when telling their friends how high the water gets in the spring.

That is all I can think of about Phoneton. It's just a little country village with the corn and wheat fields hospitably bordering it on all sides. The people take pride in their work and in their homes; know each other by their first names and know all the children's names; help each other clean the carbon and grind the valves of the Henry and are as sociable and pleasant as

can be. The weather isn't greatly different from any other place; it is cold in winter and hot in summer, but it's home for all of us and I guess that's why we like it.



Operator



A delightful glimpse of the Big Conewago, in Pennsylvania, taken by a national headquarters man

Vacation pictures all have their points of interest, but not often do they so closely resemble a painting

HOME again, after nearly eight thousand miles of wandering! How easy it is to wander in these days—no worry and no difficulties. I take as little baggage as possible, and

and answer all questions.

this time a light suitcase and traveling bag amply met my requirements. Even these were no trouble, for there are always porters eager to relieve you of all baggage and carry it wherever you want to go. I found porters the most helpful people, particularly in St. Louis and Kansas City. You tell them you want breakfast, or the Pullman ticket office, or want to make connections with another train, and they take your bags and you to the desired place. They seem able to supply any information

My first view of the Rocky Mountains was from the train between Denver and Colorado Springs. They seemed uninviting and left a feeling of coldness. It is when you reach the delightful little village of Manitou which is nestled at the foot of the range that you begin to feel their charm. All the tourist sight-seeing trips are delightful and well worth taking, but to me the climax was the trip to the summit of Pike's Peak, 14,109 feet above sea level. I went up by automobile and the entire drive is a succession of beautiful scenes from each turn of the road

While we were at the top, a heavy snow fell, and as it was still very early in the season, a snow plow had to go down the road in front of the automobile to clear the track. We were among the first to make the

TIME OUT

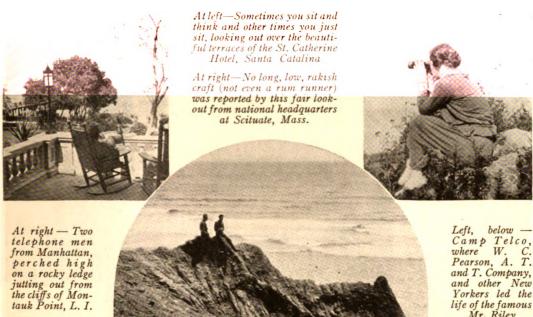
Long Lines Folks Hang "Backin-Two-Weeks" Sign on Desks and Hasten Away for Well Earned Holidays ascent this season, and for several miles below the summit the road was cut out of solid ice and snow. At the Half Way House, where we had a delicious dinner on our way down, was a sign

which read, "Do not throw snowballs at the drivers as it may disconcert them and cause them to drive off the road." One cannot help speculating as to the causes that made that sign necessary.

The Royal Gorge is wonderful. In places it is only 30 feet wide and the railway is built on a bridge partly over the water. Just before reaching the Royal Gorge, an open car is added to the train and it is well worth all the cinders you accumulate to go through the canyon on this car.

The entire trip from Colorado Springs to Salt Lake City is interesting. Through flood-swept Pueblo, through the Royal Gorge and the climb up to the Great Divide; from summer heat at the Royal Gorge to snow and frozen ponds at Tennessee Pass, the summit.

The Great Salt Lake region was a surprise to me. I had had the impression the lake lay in a great flat plain or plateau. I was wrong, for it is nearly surrounded by mountains, a great many of them snow-capped. The lake is very clear and quite green, with a number of rugged rocks jutting out of the water, some of quite mountainous proportions. There is practically no vegetation near the lake and the yellow sand stretches away between the mountains to join the Great Salt Lake Desert.



Lower right — The island of Santa Catalina, wonder place for tourists the world over. Olive Berry tells us that Avalon, the metropolis of the island, is on the curve of land just be-hind the dance pavilion

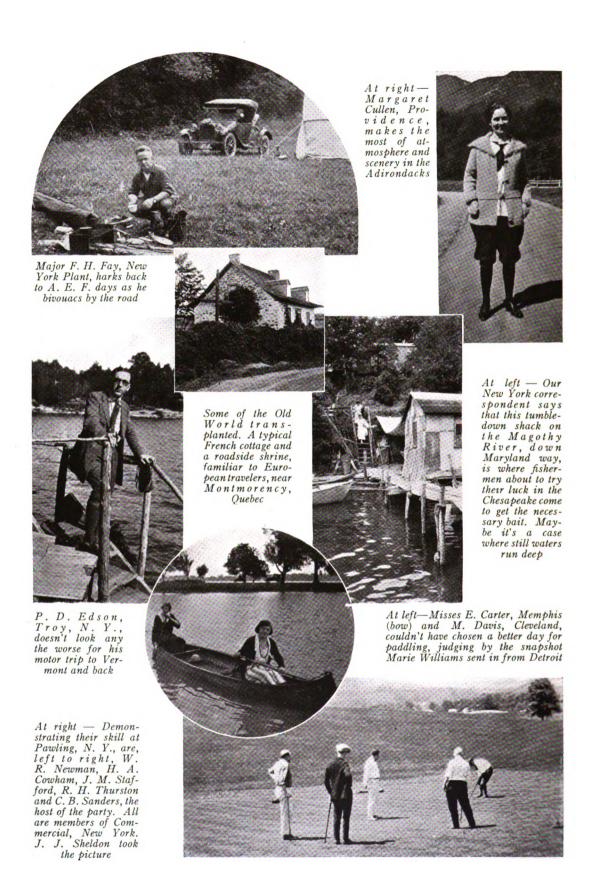


and T. Company, and other New Yorkers led the life of the famous Mr. Riley

bottom -While the villain while the vitain speeds along the bottom of the gulch, rangers follow on the cliffs above — but not in this picture. Here are only cavalry at Mon-tauk Point maneuvers









I had a very interesting surprise in store for me in the salt beds of Utah. I had not known about them, and on reaching the dazzling stretches of pure white, was puzzled. I asked the porter, the font of information, and he told me that great quantities of water are pumped up from the Salt Lake and about 50,000 acres of desert inundated. The water is evaporated by the sun and leaves a deposit of 98 per cent. pure salt, from one to twelve feet deep.

When I saw it, the water was still several inches deep over the salt and made a beautiful sight. Being connected with telephone work, I at once noticed the telegraph poles which follow the railway across the center of the beds. For a foot above the water they were caked solid with salt, six inches thick. Under the water could be seen the terrible decay of the wood, caused by the action of the salt.

So on to San Francisco, through the lovely green Feather River Canyon in the

western part of California.

If I had only one day to spend in California, I would feel I had spent it wisest by taking the Riverside tourist trip from Los Angeles, through the beautiful San Bernardino Valley and up Smiley Heights, through Redlands, up Mt. Rubidon, where the famous Easter morning sunrise services are held, to lovely Glenwood Mission Inn at Riverside, and through acres of orange groves. Literally through them, for fences are unknown and the road is merely a ribbon of cement through the center of the groves. It was quite thrilling to us folks who had never seen oranges growing, when the driver drew up beside a grove and invited us to pick some fruit. The air is heavy for miles with the perfume of the orange blossoms and it is very striking to see the trees both blossoming and bearing fruit at the same time.

The trip to the Santa Catalina Island was well worth taking. The Pacific was true to its name and also a lovely blue. The island is about twenty miles from the shore and very mountainous, the highest peak being 2,200 feet. On clear days its outline can be seen from San Pedro.

The return trip from California, across Arizona and New Mexico, was full of interest. There are miles and miles of sandy plateau with great bare boulders scattered around. No vegetation, but cactus of many varieties, and no trees. Once in a while a little oasis with a lonely house and then more sandy waste. It is a lonely, desolate

country. In New Mexico there appear a number of Indian huts and villages; real adobe houses, and usually built leaning against each other around a central open space. At the different points where the train stops, the Indian women come to the Pullman windows and steps with baskets of pottery on their heads. The pottery is well done and they sell it at very low prices.

We had the unusual experience of passing through a heavy hail storm in what seemed the hottest part of the desert. I could not help noticing also, the number of skulls and bones of dead cattle along the way, in some instances still covered with the hide.

On the return trip, I stopped at the Grand Canyon for a day. It is impossible to realize all its beauties in so short a time. It is hard to judge the magnitude of this wonderful chasm from the top. One should take the trip down one of the trails to appreciate properly its dimensions.

There were many interesting incidents and scenes, including my stop-over at Kansas City "the Beautiful," as it is so aptly called, which I must reserve to tell you another time.—O.I.B., Philadelphia.

Out at the end of Long Island,
In a tent on a cliff by the sea,
A bunch of good fellows went camping,
And lived close to nature, care-free.

One day in July a group of Eastern telephone men, a dog, and an outfit, augmented by a colored cook, started for Montauk Point, Long Island, with the idea that by properly assembling these several items on the right spot an institution to be known as Camp Telco would result.

Of the many beautiful spots for which the island called "Long" is justly famous, Camp Telco, near Montauk Point, is not the least. Perched on the edge of a cliff, with the sea below and the sky above, and endless space on every side, it has a character and a charm all its own.

To the north the rolling green meadows extend to the horizon, to the south the blue Atlantic spreads out until it blends with the sky, and to the east and to the west a wonderful combination of cliff, beach and ocean stretches out until lost in the distance. It would be hard to find a place better illustrating the bigness of "all out of doors."

JONG INES

To the men at the camp the days are never monotonous for in addition to the events common to all camps, there are many variations—a glimpse of several porpoises rolling along just off shore; a visit by an inquisitive flock of sheep; walks along the coast guard path and talks with the men who patrol it; visits to the life saving station and to the lighthouse; a visit and a concert by the military band from the artillery camp; and the artillery maneuvers on the neighboring hills, the wigwagging from hill to hill, and the men, horses, and guns silhouetted against the sky.

Then there are the sounds—first, last and all the time, the never ending roar of the surf as it beats against the base of the cliff; the wind, which is felt rather than heard, for there are no trees or bushes through which it can whistle; the birds in the fields, the bugle in the distance, the bang of the three-inch guns, the whiz of the shells through the air (for about a quarter of a minute) and then the crash as they hit the target; and last, but not least, the

cook's call to dinner.

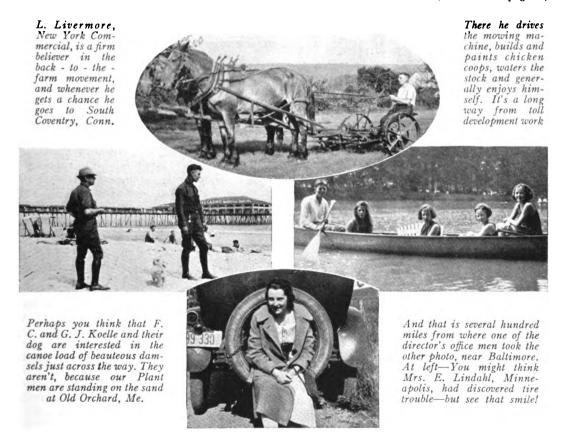
At night there are the lights, the bonfire of driftwood on the shore, the regular flashes of the lighthouse at the Point, the moon rising out of the ocean and casting a long lane of rippling reflections from far out in the mysterious distance.

And as the bonfire dies out, marking the end of a perfect day, the men climb to the top of the cliff, wrap their blankets about them, and lie down on their cots to pleasant dreams. In the morning they wake up, take a dip in the surf, and begin another day.—W. C. P., New York.

When I began to think of my vacation this summer, I decided to get a car that would last long enough to provide the comforts of home with less trouble and to have it for my vacation period. The car (hereinafter referred to as the bus) was duly purchased early in the summer and then I looked forward to the start of my vacation.

Having arranged with my brother to come over to Troy from Fitchburg, Mass., on Saturday, he arrived at 2 p. m. by train

(Continued on page 37)



Association Ac- and Fes-tivities

Plant's Educational Program

'N accordance with Director Stevenson's letter of February 20, 1922, to the sub-committee on education of the General Assembly, the general plant manager's office has been preparing a series of educational courses for Plant employees, and takes this opportunity to announce the first of these courses, "Elements of electricity as applied to telephone and telegraph work."

This course is being published in loose leaf form, and a number of copies have already been distributed in the field. The text is particularly designed for the use of testboard men and repeater men, but it is thought that it may be of interest to equip-

ment men, new technical men, and all who wish a fundamental text on the technique of tele-Elementary phony. physics, the arithmetic of electricity. generators, motors, batteries, transmission, and the operation of telephone and telegraph apparatus are covered in this course.

The administration of the educational plan will be directed by the supervisor of instruction in the General Plant office. and a division instructor in each division office. Classes of 20 to 30 will be organized in various testrooms as rapidly as possible.

ployees wishing to take the course will volunteer to spend three hours of their time each week on the work.

The Company will furnish the text material and will arrange for instructors wherever possible. In cases where no instructors are available, men desiring to take the course may organize a class with their own instructor, and the Company will furnish texts and will give all assistance possible to the volunteer instructor.

It is believed that this educational work will be of material assistance to the members of the Association, both in broadening their knowledge and interests and in helping their progress in their work. Several other courses are planned for other Plant employees. One of these will cover clerical and accounting work, another will be for printer men, another will cover advanced technical work, and others may be of interest to all of the Plant employees.

It may be possible to arrange for employees of other departments joining these classes. Any arrangements regarding this work should be taken up through the re-

gular lines of organization.

The work of preparing the text matter has been handled by L. S. Crosby, Supervisor of Instruction, assisted by C. T. Schrage. G. Mezger is handling this work in Division 2, and Mr. Schrage will handle the work in Division 4.



This is not a stump speech, explains our correspondent. It is just Julia Gerken and Clara Gruber, St. Louis Plant, throned in a cozy nook at Lake Hill

There Goes the Groom

A daily record of line trouble from Charleston, W. Va., was filled out as follows: Section, Gauley Bridge; line, P-G; wire, No. 9; kind of trouble, O. and G.; reported, 6:30 a. m.; located by t.b. man. none; man started,

6:45 a. m.; cleared, 8:14 a. m.; no. of troubles, one; time in trouble, 1.73; . . . where found, 12984; classification number, 24; cause, number 8 shot into by negroes celebrating wedding. Shot with gun. No location account wire open and grounded.

The Long Lines man who contributed this report added: "Seems to have been a typically colorful West Virginia wedding.'

OCTOBER, 1922 ONG INES



G. Mezger, who was given a loving cup by his associates in Pittsburgh

G. Mezger's Farewell

THE Legal, Traffic and Plant crowds at Pittsburgh gathered at the Chatham for a farewell dinner in honor of Mr. and Mrs. Mezger, upon their departure for Philadelphia.

The Ohio, flowing in the moonlight, the

strains of a distant orchestra, the breath of the flowers which adorned the room, all furnished the setting for those who united to pay honor to a man who loves his fellowman. The toastmaster, Mr. Redden, rose, visibly affected, to call on the first speaker of the evening, District Traffic Superintendent Bayly. Other speakers followed, each expressing in his own way the message so near to his heart.

A letter from Charley Kelley, of the Legal Department, who was in St. Louis, was read, each line of which expressed admiration and esteem for "a man whose ability, disposition and personality are inscribed so indelibly in our hearts that his removal from our midst cannot affect or change the lasting impression which his qualities have made upon us." Then Mrs. Bayly arose to present to Mrs. Mezger a silver bud vase, on which was engraved: "Lest We Forget. Your Telephone Friends of Pittsburgh." Mrs. Mezger could not find words to express her feelings.

Tom Shea then presented Mr. Mezger with a silver loving cup as "a testimonial

from us all, not only those present to-night, but equally from those others who cannot be here, but who are distant only in miles. The inscription on this cup is, 'Lest We Forget. The Pittsburgh District Personnel' and we are sending this little token of our esteem and love on a mission. And when the days have gone to form weeks and the weeks have rolled into years, old scenes will have slowly faded, and some of the fondest treasures in the storehouse of memory will have been reluctantly lost to view. If, in those days and years to come, this little token can in some small way bridge the gap between them and to-day and render a little nearer the scenes back here in dear old Pittsburgh, we will know that its mission will not have been in vain. . . .

Mr. Mezger rose, and replied. Such a message! Not only thanks for the expression of deep friendship but a plea for the proof of that friendship in the future by closest co-operation with, and untiring efforts for, his successor, Mr. Board.

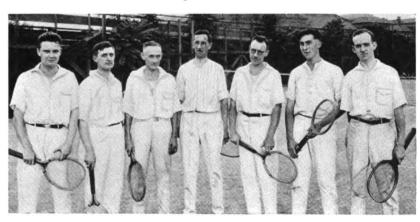
With Miss Clune at the piano, Mr. Charlton favored the assemblage with "Then I'll Forget You." And then the parting words, the touch of hands, each expressing a friendship that will last as long as the Ohio continues to flow.—T. F. S.

A Ninth Inning Rally

Time: Between 4 and 5, any day. Place: Switchboard Park. Game as it stands: Ninth inning, three men on base, two out (canceled). It is a critical moment.

You go up to bat. "Strike one. . . ."
"Two strikes. . . ." And then—bang!
You give that ball a blow that lands it over
the fence. You score all your men with
that final between-4-and-5 punch that
rounds up those scattered leave-words and
brings 'em home—talked!—A. C.

Piltsburgh Plant men and associated company employees in the Bell tennis league of that city. Reading from left to right, the second man is Charlton, the fourth Welch and the sixth Rodgers, all of Long Lines



A Gas Attack

THE thud of bombs and grenades obliterated all hope of a peaceful night. The impact of close ones oftentimes rocked me, or even bowled me over in my improvised bed.

Boom! My mind in its wanderings

stopped just long enough to realize that I was being tossed about again. But it had happened so often that I was now quite used to it.

Another terrible crash! I gazed upward and saw the stars twinkling in their usual frolicking manner, just as they had in nights gone by when one

hand was telling Mary's hand what was in my heart, and the other hand was telling the park mosquitoes what was in my mind.

But suddenly the stars disappeared from view. What could that mean? I knew only too well that it must be the familiar cloud caused by poison gas.

caused by poison gas.

Heavens! I was right.
Such penetrating odor. It
was stifling. I could feel
that my lungs were constricted, rebelling at the
touch of the sickening substance.

Boom! Again. And more gas. Things grew blacker. Then a heavy

hand was placed on my shoulder. I dared not look up. The voice behind the hand said: "On time. Now passin' tru de stock yahds. Chicago in t'irty minutes."

There should be a law against flat wheels on sleeping cars.—M. K., jr., Chicago.

It Worked

Readers of Long Lines will probably be interested to hear how the road commissioners out in Indiana get quick action when dealing with the Long Lines Depart-

ment. A certain county road commissioner desiring to have pole 6220, Norwalk-Chicago line, moved was advised by one of his assistants how to get some one out there. The assistant claimed that this stunt never failed. The outcome of the conference was as follows:

5:25 p. m. Sept. 4. 6 and 8 Norwalk-

Chicago crossed, Ft. Wayne and Chicago; measured pole 6234.

8 p. m. Lineman E. Berry Norwalk-Chicago 6220. Found piece of No. 12 iron wire wound around 6 and 8.

10 a. m. C. L. Pond, Senior Testboard Man, and E. Berry on investigation tour pole 6220 N-C,

found note tacked to pole reading: "Move this pole." Pond immediately got in touch with the commissioner and acquired information as to how far to move said pole, etc. The gentleman said, "Well, it sure got action, all right, but I didn't know you people worked at night." Haven't heard what he said or will say when he gets the expense bill.—W. C. A., Fort Wayne, Ind.



Above—The label is unnecessary—These Buffalo Traffic picnickers at Erie Beach, Canada, are saying it with smiles. In panel—more of the same crowd. Only a donkey would go to sleep in this sort of company.

Cyclones Do Queer Things

(Continued from page 9)

doubt that he could defend his reputation for veracity.

From a nearby shadow an owl hooted mournfully. A fish splashed in the river.

Once I thought the stranger would have spoken. But a puff of smoke from Lyons' well seasoned pipe struck him squarely in the face and he kept silence.

At length he rose and walked slowly toward the log hotel. As he turned to face us the moonlight, sifting through the tree tops, displayed on his face a curiously vexed expression. But he only said: "Cyclones sure do queer things. Good night."

CHRIS GASSER RETURNS

Wins Health Fight and Goes Back to His Job at Maumee
—by E. P. Keene, New Orleans Plant, Now at Saranac

HRIS GASSER is back from Saranac. He went through New York the other day on his way to Maumee. Going to loaf around for a couple of weeks and get used to the new climate, and then go back to work on the old job.

He was one awful sick boy when he went to Saranac two years ago, but you should see him now. He feels, looks and acts like a regular fellow. Well, there's another good man well again. Fair enough, say we.—M. R. K., New York.

•

Chris Gasser went to Saranac Lake, N. Y., to make a fight for his health and he made one of the bravest fights a man ever waged. When, several weeks back, the struggle was won, some thirty friends gathered around him to bid him "God speed" as he left for home.

Not only the folks at Saranac rejoiced. In addition to the little wife who prayed and waited patiently for his homecoming, and the boys of the Maumee testroom,

there were many others.

His first ten months away from home and friends were spent in bed where instead of fretting over his illness, as he might have, he made a study of the stars.

His health improved steadily. After a while he was allowed to move around just a trifle. In a few weeks he finished a

radio set. Its make-up consisted mostly of soap boxes and tin cans, yet he was able to pick up Newark, Pittsburgh and other points with such amazing results that it was surprising to the Company's engineers who had occasion to visit Saranac.

During the last six months of his stay he could amble around freely. He immediately took up the study of birds. He would spend hours in the woods with them and it wasn't long before he knew practically every kind of bird—over 50—that mates and breeds in the Adirondacks.

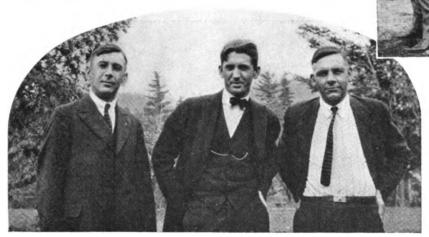
Although intent on his cure, he always found time to minister to those who were less fortunate. Perhaps it was this more than anything else that endeared him to the folks at Saranac. Instead of the customary, "If there's anything I can do—let me know," he always managed to think up something to do. And forthwith did it.

•

If you ever get discouraged think of C. A. Gasser. To those of us who know him the big thing is that his fight was made and won, and in fighting it he helped others. It would be worth being sick and living away from home and old friends for two years, if one could leave to others the inspiration C. A. Gasser has left.



at a Saranac Lake game



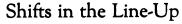
Division Traffic Council Meets

Traffic Council, representing District Boards 11 (New York), 12 (Boston), and 13 (Buffalo), and Branches 97 and 108, both of New York, held its semi-annual meeting in New York. Among the forms of entertainment provided for the delegates was a luncheon given

them by Division Traffic Superintendent

J. S. Bridger.

At this time the delegates met Director Stevenson, General Traffic Manager J. L. R. Van Meter and General Employment Supervisor H. Thomas. "This," says our correspondent, "we found interesting and enjoyable, both from the topics of conversation and the good things eatable."



Traffic

Helen B. Schaefer, Supervisor, Philadelphia, to Assistant Chief Operator.

F. W. Bora, Division Traffic Supervisor, Chicago, to Service Supervisor, Chicago District Office.

E. W. Lee, Traffic Supervisor, Chicago, to Traffic Supervisor, Illinois Bell Telephone Company, Long Lines Department.

O. W. Grant, Division Chief Clerk, Chicago, to Assistant Traffic Supervisor,



Members of District Plant Board 44, representing Cleveland, Newburg, Maumee and Beaverdam, met at the first named city. Left to right they are: H. Davis, C. Smith (Pres.), G. L. Meagher (V.-Pres.), M. O. Windisch, E. R. Woolfe, Dist. Plant Supt. L. J. Harter, J. Higgins, Miss C. M. Webber (Sec'y-Treas.), and D. Cotner

Illinois Bell Telephone Company, Long Lines Department.

E. S. Morrison, Service Supervisor, Chicago, to Division Chief Clerk.

Florence W. Moeller, Supervisor, St. Louis, to Operating Room Clerk.

Maud L. Blauert, Senior Operator, Milwaukee, to Supervisor.

Plant

L. C. Merrell, Chief Testboard Man, Charlotte, N. C., to Chief Testboard Man, Denmark, S. C.

T. W. Smith, Chief Testboard Man, Greensboro, N. C., to Chief Testboard Man, Charlotte, N. C.

W. B. Allen, Senior Testboard Man, Charlotte, N. C., to Chief Testboard Man, Greensboro, N. C.

H. J. Lelliott, Chief Equipment Man, Baltimore, Md., to Chief Equipment Man, Pittsburgh, Pa.



Division Traffic Council at New York. Left to right: Loretta Sheridan, Anna Tessier, Mary Schiffhauer, Helen Koen (V.-Pres.), F. H. Breitner, Hazel Hedges, Teresa Duffy, Margaret Conley, Ethel Ibbott, Rachel E. Plunkett, (Pres.), and Div. Traffic Supt. J. S. Bridger

South Bend Reports

ESSRS, Munger, Barnes, Campbell and Morden motored to the beach at St. Joseph, Mich., for a plunge in the lake. They claimed a verv enjoyable evening and we cannot doubt their word, as Munger took them in his Reels Rough. How they got there and then got back again is a mystery to all.

James E. Curry, South Bend, Ind., made the fatal plunge September 5 when he decided that two could live cheaper than one and that boarding houses were not what they should be. All wish Jim and his wife supreme happiness.

C. Chamberlin, Waterloo, Ind., has left the ranks to return to Purdue University at La Fayette, Ind., W. D. Eberle, of Waterloo, has taken the position. Chamberlin will be greatly missed by all and we hope we can have him with

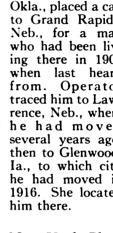
us again when he finishes his course there. The Associated Company is making preparations for extending the main frame. Where Mr. Hamann will put his desk is a problem that is causing him sleepless nights and many gray hairs. If they intend putting in any more equipment at South Bend we will have to move the testboard out and quit work, as we walk in and back out now.—E. W. C., South Bend, Ind.

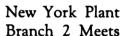
Harry L. Burkhardt, in charge of testboards at Morrell Park, Ill., who has been an employee of the Bell System for the past 15 years, put one over on his friends while on his vacation recently and returned with a bride, Miss May Redburn, of St. Paul, Minn. To say that his co-workers were surprised would be putting it mildly. But after recovering from the shock, they congratulated him heartily.

A pretty, miscellaneous shower was given at the home of Ethel Johnson, Providence, in honor of Arthusa Brierley. A mock wedding was the feature of the evening, with Helen Carpenter as bride and Ethel Johnson as groom. Another shower was given in the operators' rest room for Etta Duchesneau.—I. F. McD.

Attention, Sherlock

Patron in Alva. Okla., placed a call to Grand Rapids, Neb., for a man who had been living there in 1909 when last heard from. Operator traced him to Lawrence, Neb., where he had moved several years ago, then to Glenwood, Ia., to which city he had moved in 1916. She located





Thursday evening, September 21, was appropriately tagged "Constitu-

tion Night" when the members, including honoraries, of Branch 2, Division Plant, New York, hied themselves to the hospitable doors of the Telephone Club there to partake of a beefsteak dinner à la Pierce. After dinner the regular quarterly meeting of the Branch was held and the new constitution was ratified. If the spirit shown is taken as evidence, the season of 1922-23 bids fair to surpass all previous ones.

The effect the meeting had on one of the bunch is shown by the following:

Steak and potatoes, coffee and pie, Lemon meringue—and that's no lie. Every one happy, peppy and glad That's the kind of a time we had.

The Constitution was ratified: By one and all the vote was ayed. Then bowling and billiards, dancing and song Kept the whole evening skipping along.

Our spirit's been slow—our meetings few, But now then, folks, it is up to you The Association has gained a lap-Let's keep Branch 2 right on the map.—H. W. E.



When Division 2 Traffic Council met at Philadelphia, some of the delegates went out to view the sights and got as far as Independence Square when this picture was snapped

Reading's Dutch Treat

READING'S 1922 picnic was a fitting sequel to the successful affair of last year. Posters advertising the event were displayed in prominent places throughout the building.

Of course everybody knows that Reading is in the heart of the Pennsylvania Dutch district. Here is what we beheld one morning shortly before our picnic:

Derr Picnic

Derr Diefe und de Miss Wink hut sagt os mere obsolute sei derr Picnic komme sut. Es is um Sumshtag, um Bernhardt's Reservoir. Es is de mäning os mere oll nuf lofe su der blotz. Mere shtarte um 2 o'clock.

Go ahead and translate if you can. To make a short story shorter still, on Saturday as many of us as were able to tear ourselves away from our various duties journeyed to Bernhardt's Reservoir, a picnic ground on the outskirts of Reading. We were fortunate in having with us the following guests: Misses Foster, Bolton and Mooney, and Messrs. Wadham, Blanchard and Cathell, of Philadelphia Traffic, and District Plant Superintendent H. J. Talley, from Harrisburg.

In order to lighten the burden of the entertainment committee, all of the ladies of our outfit had agreed to come attired in bloomers, as those interested may observe from some of the pictures. This naturally permitted us to hold games that would have been out of the question had they been

hampered with skirts. There were all sorts of athletic contests, but the most novel of all was the wheelbarrow race. We will guarantee this as a very efficient method of reducing superfluous flesh.

After every one had helped to carry off all events, and the lucky ones several prizes, we were all made happier by the spectacle of a long table set under the trees, heavy laden with good things to eat. Finally, under the threatening clouds of an approaching storm, we all departed homeward, with every one seemingly content with the world.—G. N. McD., Temple, Pa.

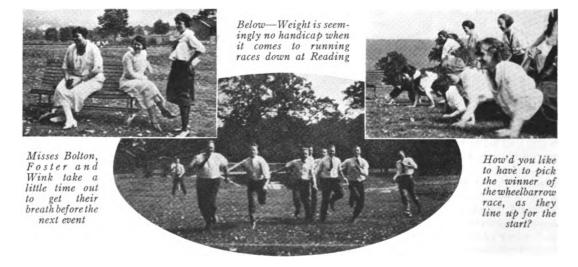
Quoting Charges Isn't All

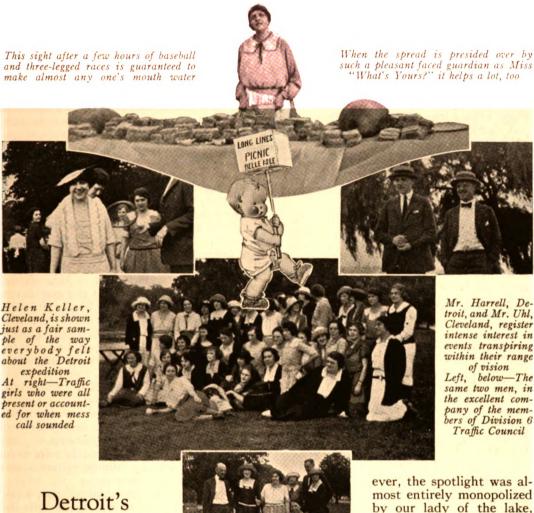
In addition to her cross-questioning skill in obtaining information from subscribers, the charge quoting operator must needs possess a keen sense of humor.

One day a woman asked for the rate to a certain city. When she was asked if she wanted the station-to-station rate she replied: "Why, operator, I don't know how many stations there are up there."

A certain man on receiving a quotation of \$110 on a call to San Francisco remarked that his wife would not get any new dress this year.

Requests for rates to Liverpool and London, England, and Paris are received from time to time and the inquirers sometimes express surprise when we inform them that we have no connection. They mention our service to Cuba and seem to think that the Long Lines service is transoceanic in all directions, just as it is intersectional and trans-continental.





Detroit's Fine Day at Belle Isle

HE day of the Detroit picnic first looked like rain, then the sun peeped out, went behind a cloud, but finally surrendered. Only the sternest sense of duty and obligations to per cent. completed and public relations kept on the job those not with us. Two buses full; an exciting ride; and we were there. Belle Isle is an ideal spot, just the finest place in the world for a picnic.

The event was in honor of our division council representatives from Cleveland, Cincinnati, Cambridge and Toledo, also guests from Memphis, Philadelphia, Richmond, Va., Cleveland and Cincinnati.

We had races, ball playing, games. In fact, we did everything worth while. How-

ever, the spotlight was almost entirely monopolized by our lady of the lake, Miss Drohan. The canoe tilted. In she went, but came up smiling. (Ask Mr. Holt, Memphis. He knows.) The tables were piled up with just those

things that taste good at such a time and place.

Our genial division and district Traffic superintendents, Frederick Uhl and J. E. Harrell, did much toward making the picnic an enjoyable one in every way. But then, every one else did their full share in keeping things moving, too.—M. A. W., Detroit.

Branch 114 Dissolved

Owing to the fact that the Traffic Department has discontinued operating at Beaverdam, Ohio, Traffic Branch 114 at Beaverdam was declared dissolved since all of its members have terminated membership in the Association.

Ohioans Celebrate

UNSHINE, the music of the band and the sound of happy voices pervaded Nela Park. When? Why, on the day of the Long Lines picnic of course.

The weather man knew that a crowd of hard workers like the Cleveland Long Lines folks deserved a perfect picnic day and he did his darndest.

The races were, naturally, the main events of the day. A kiddie car race for the children proved so amusing that F. Uhl, Division Traffic Superintendent, dared some of the Traffic girls to stage a private race on the kiddie cars. Miss Krueger won the box of candy, which he offered as a prize. The rest of us found that kiddie car rides are far more work than play, especially for a fat girl.

A balloon chasing contest and a handicap dash were other children's races.

Did you ever scramble for peanuts? We did. Chased all over the grass for them, trying to grab the most. The winner received a beautiful set of nut bowls.

The Newburg men won the men's centipede race and passed out the cigars.

Pogo sticks were in evidence all over the grounds. Not many of us became very proficient in their use however. Whoever said, "Practice makes perfect" meant those pogo sticks.

A girls' balloon blowing contest, in which Miss La Pue was the winner, left all rather winded

The honorary members raced on kiddle cars and Miss Blackmore, Welfare Supervisor, came in first. Her reward was a box of chocolates.

The wheelbarrow race, in which both sexes participated, provoked much

laughter. Some of our men's arms are not as strong as they would have their best girls believe.

But the funniest thing on the program was the men's home brew contest. If you have never seen one, be sure to stage it at your next picnic, filling the bottles with lemonade or any other soft drink.

The "home brew" was served in bottles with nipples attached and the man finishing his bottle first was the winner. Any one caught removing the nipple was disqualified. Take it from me, the winner earned the prize.

When all the races were over, we posed for our picture. Don't we look like a happy-go-lucky crowd?

Boxes of chocolates and an electric percolator were raffled off. Mr. Zeller, one of our newlyweds, won the percolator. Henceforth it will grace his breakfast table.

'Twas seven when we heard the welcome shout, "First and last call to supper." My, what a rush. When the inner man (or woman) was satisfied, our ears caught the strains of the dance music, and we wandered to the hall where King Jazz ruled supreme.

At eight o'clock, while we held our breath, the Ford roadster was raffled off and Chuck Ingramm, of Newburg, was announced the happy winner. He tells us he will have the lucky number framed and hang it in the best parlor.

Then "On with the dance," and music and laughter resounded again till the sweet strains of "Home, Sweet Home" signalled the end of the merriment, at least for the present.—E. J. M.

If there's anything that makes people turn out better than a Long Lines picnic, we don't know what it is



Stitches In Time

THE International Board of Fire Underwriters says that if you happen to be one of those caught by the impending coal shortage, and are forced to use some sort of substitute for anthracite, you'd better watch your step. If you are going to burn bituminous coal, for instance, here are a few warnings.

Don't pile it near the furnace nor against any combustible surface such as the wall of a wooden bin.

This fall, if ever, see that the smoke pipes and flues are thoroughly cleaned.

Encase your furnace on all sides and top with a non-combustible protective material and see that there is plenty of overhead clearance.

If there is any woodwork, wooden lath or plaster partition within four feet of your furnace, don't fail to cover such surfaces with metal shields.

See that smoke pipes are at least eighteen inches below any wood lath or plaster; and in case these pipes pass through floors, closets or other concealed spaces, watch out for everything combustible.

If it should happen that you are burning wood, all of the above precautions apply with equal force. And as lots of oil, gas and electric heaters will probably be pressed into service, there are a flock of do's and don't's about them. Here are a few.

Don't, for heaven's sake, fill the reservoir of an oil stove while the wick is lighted. Do

When our Buckeye staters from Cleveland lined up at Nela Park, the camera just managed to get 'em all in it only by daylight and away from open fires or lights.

Keep portable heaters away from curtains, woodwork and light inflammable house furnishings of all kinds.

Watch the spring catch securing the upper to the lower part of your heater. Many fires and injuries are caused by this catch giving way while the heater is being moved from place to place.

See that the wick entirely fills the wick tube so as not to leave free communication between the flame and the reservoir below.

If it is a gas heater, have it equipped with a hose that is metal covered.

If it is an electric, always disconnect it at the socket when not in service.

Who's Who in N. Y.

A perusal of the A. T. and T. Company official directory, 195 Broadway, New York, reveals the fact that we have an AXE in the Accounting Dept.; AYRES in the Development and Research; BARBER in the Operating and Engineering; BLOOD in several departments; a BOOTH in the Plant; BRAIN in the Operating and Engineering; BROOKS in the Executive Dept.; BROTHERS in several departments; several CANNON; a CHILD in the Long Lines Engineering; a few COOKS; COYNE in the Financial Dept.; SAN-DALLS in the Development and Research; SAND in the Plant; a SAVAGE in the Financial, and a STILL; STUBBS in the Plant; a few TAYLORS; a WIGG in the Accounting and a CRATER in the Benefit Committee.—M. K., jr.



Cleveland Plant Holds First Annual Picnic

■HE first annual picnic of the branches of District 44 at Cedar Point—every one remembers the place and event, and agrees it was the grandest show ever staged. About 150 persons, including members and their families, joined hands in making this event a success and the job was 100 p.c. completed.

Coming from all quarters of the district via automobile, flivver, train, boat and Interurban, the crowd assembled on the picnic grounds back of the Coliseum at 10:30 a. m. and devoted an hour to renewing old friendships, visiting, and getting acquainted. Lunch followed, the kind that made you wish your capacity was not so limited.

Then came the games and contests, a beverage contest, ball throwing contest for the ladies and a baseball game in which it took no less than seven strikes to make Joe Mullin give up his bat. The teams were Cleveland-Newburg vs. Maumee-Beaverdam and the final score 14-5 in favor of Cleveland. It's probable that even the World's Series winners could have learned something new about the fine points of the game, if they had been present.

In the water events, swimming, leap-frog race in water, and 50-yard running race, also in water, Foreman Leonard's and McSwiggin's gangs of huskies carried off the colors with apparent ease, and Section Lineman I. N. Cartwright, of Columbus, showed his skill at quoits when he nosed out even F. E. Gebhard, veteran quoit heaver and chief testboard man from Newburg. The pennant for the day's events went to the linemen. They showed us up horribly. But we'll get 'em yet .--

W. K., Cleveland.

Philly Mermaids Compete

The athletic committee of Traffic Branches 4 and 133, Philadelphia, consisting of Misses Ethel Borton, Bess Burns, Mary Haggerty, Anna Mulhern, Madeline Quinn and E. Cope, jr., chairman, continued its summer activity by arranging for the exclusive use of the Columbia Club swimming pool for four Friday nights during August and September. Both admission and swimming lessons were given the girls at a substantial discount and every one voted the experiment a great success.

On the last of these evenings, the old feud between the operators and the World broke out afresh in a hotly contested swimming meet. The World, consisting of all girl employees except operators and operating room messengers, had scored two baseball victories in successive years at the annual picnic, but the Operators sponged the slate clean with a smashing 24-7 vic-

tory in the tank.

Beginners' Race, 15 yards on Water Wings. Winner, Anna M. McCafferty (O); second, Ada Maxwell (O); third, Mrs. Irene Waters (O); fourth, Nellie Murphy (W). Miss Murphy was disqualified for running, amidst the greatest excitement ever seen in any swimming meet. Ask Miss Oetinger about it.

40 Yard Dash. Winner, Estelle Griffith (O); second, Christine Hamilton (W); third, Dorothy Watkins (O); fourth, Ethel Borton (W). Miss Gunzer, a member of the team of the Philadelphia Turngemeinde, actually finished in third place, but, as a visitor, could not take part in the point scoring.

20-Yard Balloon Race. Winner, Josephine Frizell (W); second, Dorothy Jackson (O). No other entries finished.

60-Yard Relay (three to a team). First, OPERATORS: second, World.



Cleveland's turnout for the District 44 excursion to Cedar Point totalled 150. Wonder how they ever managed to get the kiddies to keep still long enough to have the picture taken

OCTOBER, 1922 ONG INES

Atlanta Repeats

Two picnics have been held this summer by the combined employees of the Plant and Traffic Departments in Atlanta, which will long be remembered as most enjoyable affairs.

The annual picnic was held at Cascade Springs, earlier in the summer, and the Company's trucks were placed at our disposal for transporting the crowd to this delightful spot, while a number of private cars also did their share.

Top—Team Captain T. N. Lacy and his victorious nine at Atlanta's Annual Oval — The losers marshalled by J. H. Gibbs

After a fried chicken dinner, the first contest was a baseball game in which the opposing teams were captained by Division Plant Superintendent Lacy and District Plant Superintendent Gibbs, while Uncle Jake Conover, Division Supervisor of Special Contract Service, acted as umpire.

This was followed by running races, a potato race, and numerous other athletic events for both men and women. After more chicken, a radio outfit was assembled, including a loud speaker, which enabled the crowd to dance by music from the Howard Theater in Atlanta.

At our second picnic, held in Grant Park, we had as our guests the members of the Plant and Traffic Division Councils which were convened in Atlanta at that time. A delightful lunch for 100 persons was prepared by the girls of the two departments, after which an orchestra furnished music for dancing until a late hour.—C. E. S., Atlanta.

Mr. Morsack Explains Accounting Work

Auditor Morsack has issued a manual, "Accounting in the Long Lines Department," covering the accounting work of the



Department and its relation to other company activities. This manual, issued particularly to give the people in the Accounting Department and others interested in accounting a better idea of these matters, has been somewhat in demand in other departments. A limited number of copies is still available, and any one who wishes to look one over can probably arrange for it through his organization.

Mrs. Rastus Telephones Mahaley

An After Dinner Story Told by E. P. Keene, New Orleans Plant

"Hello, is dat yo', Mahaley? How's dat? Laws, chile, is dat yo'? Why, Mahaley, ah nevah would a knowed yo'! Yo' voice sounded almos' white! Oh, dis is me. Me. Missus Rastus Johnson; used to be Lilly Jackson befo' I'se married. Oh, just tol'able, Mahaley. Too much weddin'. . . . "How's det Mahaley."

"How's dat, Mahaley? . . . Wus it a gran' weddin'? Mahaley, yo' done spoke a parable.

"Dey had dat church decorated wid yew-nited states flags, an' confedrit flags, and yella astahs, an' china astahs, and pi'nies. An' dey had yalla ribbons tied to de pews to show whar de bride's family had to set at.

"An' nine of Evalina's little sistahs was all dressed up in white, and walked down de aisle an trowed' flowahs whar de bride had to walk at. An' five of Evalina's brothahs, Matthew, Mark, Luke, John an' Revelation. How's dat, Mahaley? Yas, dey's named aftah de 'postles. Oh, dey ushed. Dey showed de folks whar dey had to set at. An' dey wo' dere white barber coats, an' dey suttinly did look

gran'.

"An' dere was a white lady name' Miss Green, an' she played Meddlesom's weddin' march on de organ. . . . How's dat, Mahaley? De bride? Mahaley, yo' nevah woulda knowed Evalina. She had on a black and white stripe silk waist, an' a green dress, an' a yalla sash, an' pink slippahs, an' a blue hat wid red feathahs, an' a purple veil whut run from her fo'head plum down to de flo', an' she had a bouquet of Christmas anthems an' Jewraniums. Laws, chile, I bet dat gal didn't know ef she was gwine in o' comin' out!

was gwine in o' comin' out! . . .

"How's dat Mahaley? . . . De groom? Why,
Mahaley, yo' know dat fool nigga nev' did show up!"

A Blank Existence

Extracts from the Diary of a Section Lineman's Daily Work Report

HEY say this is the Western Electric Company's warehouse. I am in a pad with 50 other daily work report blanks. Everything seems quiet and serene here.

Plenty of activity in our shelf today. They are getting near to our pad.

We're off. From the yell the poor guy on top let out I'd say they must have torn him in half.

Hitting the rails.

Arrived in Squeedunk for use of S. L. Blink.

Guess he was waiting for us as we are being used already.

I got through, all right. For awhile I thought he was going to write another. He broke his pencil point and I thought I was a goner. But he changed his mind.

In the testroom today. Friend Blink called in. Heard this end of the conversation: T.B.M.: "Hey, Blink, I got your work report for the ninth. Whaddaya mean 'on station two hours'? Didn't you tell me it was raining? All right, fellow, show delay on account of rain then. Don't you know this here 1R account the boss is always talking about will get soaked if you report 'delays' as 'on station'? And say, didn't you cross the ferry going to pole 48? Well, I don't see any expense on the back of your old report. . . What's that about 1R? If we would stop sending you up and down the line when the trouble is in the office you would not have to buy so much gas? That's right, you win. Yes, the boss says that goes into 1R too.'

Ah! in the district office today. Yes sir. you ought to see the cute little fingers that were holding me. I must be important. She said something about 1R, 1M, 702. delay, line change. It's too deep for me. She'll have to rave on. Guess it'll work out all right.

They say the guy who had me today is the material clerk. He talks to himself, too. I think he's a dressmaker; all he talks about is pins and sleeves and ties.

Stung again. I have been put away in a

cabinet. So long, everybody.

It's a long time since I wrote anything, but I was taken out of my resting place today. I guess they are going to move us.

Visitors today. A little fat guy looked at us. He put a funny little hook on me.

Talk about deep stuff! This is what he pulled while looking at me: The material does not coincide with the work reported! The work is reported in too large units for billing purposes!" This one was over my head. This, he says, is "an unnecessary refinement of accounting practice."

The poor material clerk got it today all right. He forgot to transfer a pole, they said, and when the boss asked him why, he started to sing something like this: "Minifie told me so, Minifie told me so. I asked him how to do it and Minifie told me so.

Back in the cabinet again. I guess they won't move us. So long.—Anonymous, N. Y. Plant.



Members of Division 1 Plant Council, which met in New York. Standing, left to right, they are Bennett, Learson, Raby, Brown, J. E. Johnson, E. J. Johnson, Barry, Pierce. Seated-Baldwin, Williams, Welch, Greismyer, Fischer, McDonald

Time Out

(Continued from page 23)

and we decided to start on Sunday morning. Late in the afternoon when I had started to

get my things packed for our trip it occurred to me that it would be nicer to ride as far as Rutland, 86 miles, that evening, so completing packing and having our dinner at 6:30 p. m., we started for the first stop which was Bennington, Vt., 33 miles away, over good roads all the way. We arrived about 8 p. m.

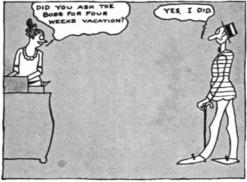
Soon after leaving Bennington it became dark and lights were necessary. The evening air was quite cool and I maintained a good speed over fair roads, through Manchester, Danby and Wallingford.

Arising at 8 a. m. the next morning, and after having breakfast, I went for the car. I discovered that a spring bolt had broken so I had that fixed at once and we left Rutland at 10 and continued north.

By the time we arrived in Middleburg, 30 miles from Rutland, we were somewhat "shook up." But we didn't stop and went on to New Haven Junction. There we found that a four-mile detour to

Vergennes was necessary. We were bouncing along nicely when within 500 feet of a garage in Vergennes—bang! went a rear tire. We stopped the car at the garage and took off the tire. It was so badly blown and cut that a new one was in order.

Putting on the new tire was quickly done as it was 12 o'clock and we were hungry. After that we decided to go on.







While on his vacation, R. S. Smyth sent his co-workers in the general Plant office, New York, a series of cartoons like these

The two weeks went very quickly. Most of the time was spent in riding around seeing the country. Came the day when we must start back, and so on Saturday morning at 8:30 we crossed Lake Champlain on

the boat and landed at Port Kent whence our journey started overland. Going through the Pok o'Moonshine Pass we covered our Saratoga - Montreal line to Elizabethtown. We didn't see any moonshine in the Pass, but there was plenty of sunshine, and it was hot.

Going through Elizabethtown we continued on the state highway to Schroon Lake, stopping for dinner, after which we made a bee line for Warrensburg. Lake George, Glens Falls and Saratoga, arriving there at 6 p. m. Stopping for gas delayed us but a few minutes and we continued on to Mechanicsville and Troy, arriving home at 7:30 p. m., tired but sorry that vacation was over. — P. D. E., Troy.

Liberty Bell Chapter

The first annual meeting of the Liberty Bell Chapter of telephone pioneers was held at the Bellevue-Stratford Hotel, Philadelphia, September 16. Over 450 members from the Long Lines Depart-

ment and Bell Telephone Company of Pennsylvania attended. The business meeting consisted of the election of officers and the selection of delegates to attend the convention at Cleveland, beginning September 28. Various forms of entertainment were provided, including sightseeing trips around Philadelphia and vicinity, a matinee performance at Keith's and a National League baseball game.

A dinner in the rose garden of the Bellevue-Stratford topped off the festivities. F. A. Stevenson and L. H. Kinnard spoke.—F. C. K.

Snapshotting the New Books

HEN "Babbitt," Sinclair Lewis's latest, came from the presses the other day we made a dash for itpartly to avoid being forced to read it later in self-defense and partly to have an opportunity to form an unprejudiced opinion. Halfway through, we find ourselves liking it, in spite of a great dis-like for "Main Street." Babbitt, a representative business man in a small but growing city, is a real estate agent. Bits of everyday life keep cropping up as in a well drawn series of pictures and, although Mr. Lewis seems to slip on many points, the book promises good entertaining reading throughout.

"Glimpses of the Moon," by Edith Wharton, an interpretation of life in what some call high society, shows how colorless that life can be. A real problem is propounded—that of two people, a man and a woman, both penniless, living luxuriously on nothing—social parasites. Glimpses of a different mode of living make them decide that they can forego luxury for other things. The story is sympathetic rather than bitter, and it leaves a clean taste.

Probably no book this year will be more widely discussed than "This Freedom,' by A. S. M. Hutchinson, the author of one of last year's most popular books, "If Winter Comes." The question raised is whether a married woman can have a business career and fulfill the obligations of wife and mother as well.

The lover of the stirring, romantic novel cannot help enjoying "Captain Blood," by Rafael Sabtini, the writer of tales à la Alexandre Dumas. You will find that the adventures of the historical Captain Blood, at the time when the Duke of Monmouth was trying to usurp the English throne, take you back to "Treasure Island" and "The Three Musketeers."

"Up Stream: an American Chronicle," is the absorbing autobiography of Ludwig Lewisohn. In it are laid bare the ambitions, ideals, successes and failures of a sensitive man. It will fascinate the lover of art, and cannot fail to stir any American.

It gives you the creeps to read "The Life and Death of Harriet Frean," by May Sinclair. You feel yourself growing old and helpless as you follow this story of poor, blundering, well-meaning Harriet. A wonderful example of literary "boiling down."

Carl Van Vechten has written a semibiographical novel, "Peter Whiffle: His life and works." Peter Whiffle, the hero, plans to write a book, toward which end he spends his entire time gathering material. While Peter is engaged in this neverending work, we glean many interesting bits about his life. He never succeeds in getting to the writing of his book, but his own story is clever, even though a bit smart.

"Gentle Julia," by Booth Tarkington, is so full of smiles that it cannot fail to entertain even the most serious-minded. Florence and Herbert Atwater, the precocious niece and nephew of Julia, make things lively as well as uncomfortable for their popular young aunt, with whose suitors they are always interfering.

That Don Marquis, now of the New York Tribune, can write poetry other than his very amusing tales of "Archy the Cockroach," "The Old Soak" and "Hermione" is proven in "Poems and Portraits," in which we find beauty, sympathy and

understanding. The versatile Don put another feather in his cap with the publication of "Sonnets to a Red-Haired Lady," which is highly entertaining.

Lee Wilson Dodd has created an unusual and fascinating character in Lilia Chenoworth, in his book of that name. Fairly started, Lilia carries herself along so quickly that of her own accord she gets ahead even of the author, who finds himself carried away by the character he himself has invented. Our heroine, a young girl, is a genius as well as a lovable and charming creature. The story begins in an American college, but the grand finale is in Paris.

"The Story of Mankind," by Hendrik Van Loon, is as entertaining as it is instructive. Its name tells what it is about, and its unusual illustrations are in no small way responsible for its success. A fine gift book for young or old, if you can go as far as five dollars.

As interesting as a novel is the auto-"The Americanization biography, Edward Bok." Beside this young Dutch immigrant, the celebrated Dick Whittington appears almost ordinary. When you leave Bok, retired after guiding the Ladies' Home Journal to its present position, you have to admit that he certainly earned his rewards.

The so-called eternal triangle resolves itself into a foursome in Kathleen Norris' "Lucretia Lombard." By judici-

ously arranged mortality the plot works out smoothly; too smoothly, you may say. It seems to be a case of making it end happily at all costs. But it's good reading.

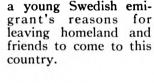
Some time, when things are dull, pick up P. G. Wodehouse's "Three Men and a Maid." It is light and amusing, as all his things are, and although you'll soon forget it, it serves excellently to pass the time.

Being on the inside of the motion picture industry looking out is something most of us have to forego. But by reading Harry Leon Wilson's "Merton of the Movies," you can experience it at second hand. If, though, the author had cut out several hundred feet of the film, he would have made it easier for the reader.

French and American standards do not agree in all things. But if you read Nêne, by Ernest Perochon, you can see why it won the Grand Prix in 1920. It is a story of French peasant life, and has its chief charm in its simplicity. Here are no complexes to be dissected and analyzed. Thought and action move straight ahead.

For all that Jeffery Farnol makes "Peregrine's Progress," his latest novel, more than reminiscent of "The Broad Highway" by employing several characters he used previously, it is a well related tale. Its saving grace is a strong element of romance. Accounts of duels, hold-ups and other incidents of life in England in the early nineteenth century hold several first class thrills.

Edwin A. Bjorkman, the Swedish-American author, has just finished a novel based on his own experiences. It develops





are not companions—they are solitudes: We lose ourselves in them and all our cares.'

William A Mullio 22



-[39]-

Scandal is Rife

ES, Agnes, it's a horrible scandal!
Rilly, I wouldn't repeat it, but 20
women are in on it so it can't be
much of a secret. Anyway, here goes: J. V.
Bell was out with 20 girls! Uh-huh, an'
what's more, the brazen creature gloried in
it!

How come, you say? Well it was like this: He was the sole representative of the male sex at the outing Traffic Branch 85, Milwaukee, held on August 16. On that evening, despite the grumbling and threats of Old Man Pluvius, all employees who could be spared, jolted and jarred out to Cudahy to the Y. W. C. A. camp overlooking Lake Michigan.

The bunch had a great time, especially the ring-down crowd, for in the baseball game with the call circuits they brought home the bacon, both hams and the squeal, by a score of 6 to 1. Even the boss couldn't stop the onslaught by the Babe Ruths of the winners. A good alibi was established by the losers, however, for they claimed they couldn't see the ball in the dark.

J. V. proved his good sportsmanship when jazz was put on. They nearly

tore him limb from limb deciding who would dance first. So he thought better of it and retired for repairs and a general overhauling. When the Virginia reel was started, however, he made up for it by shouting, "Swing your partner" and "Bring in the sugar!" so vociferously that he drowned out the Vic.

The outing finished with a grand splash in the lake and a marshmallow roast. Several narrow escapes from an increase in the number of bobbed heads occurred during the feed for the gang insisted on dancing and indulging in the sticky confections at the same time. A check roll call, however, showed no casualities and altogether, in the language of the country press, a good time was had by all.—H. L. P., Milwaukee.

Harpooning Swordfish

THRILL of some merit lies in the sing of a light reel, as the silk line rapidly runs out under the weight and fight of a three-quarter pound trout. But can it be compared with the excitement that comes from stealing up on a 200-

pound swordfish, harpooning him from the bowsprit "pulpit" of a motor launch, then getting into a small dory and letting him tow you at will over the Atlantic Ocean until he gets tired and you can lance him? H. C. Smith, Commercial, New York, says not, and he spent a week this summer in proving his point.

"Our crew," he writes, "consisted of a harpooner, a masthead lookout, a helmsman, an engineer and a man on deck. The weather we had near Block Island was unusually unfavorable. On the one day out of a week's fishing when weather and luck both favored us, we caught two fish whose combined weight was 354 pounds.

"When the lookout on the masthead sights a swordfish lying near the surface of the water, the launch approaches until it is near enough for the harpooner to hurl his harpoon.

The harpoon has a point which is an arrowhead shaped dart, so rigged as to come off in the fish.

"If hit, the fish immediately dives—'sounds' is the seafaring word for it—carrying with him a half-inch rope attached to the dart. The rope is coiled in a tub on the deck of the launch, and after it has all run out (it is about 75 fathoms long) a keg attached to the end of it is thrown overboard and buoys him for further reference.

"When the fish is somewhat tired the keg is taken into the dory. This performance usually starts him off at a new burst of speed. Eventually, however, he becomes exhausted. Then the dory is rowed up close enough for a man standing in the bow to thrust a long handled lance into him."



Miss H. L. Priester sends a silhouetle to give us an idea of what the Milwaukee Traffic outing was like



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Dividend checks from the American Telephone and Telegraph Company are received quarterly by more than 200,000 telephone users.

OWNED BY THOSE IT SERVES

ESS than fifty years ago an application was made for a patent which created the possibility of speech between distant points. It was the culmination of years of study, research and experiment. It suggested a new aid in commerce and domestic life; a new tie to bind the people together. But it was only a suggestion—a dream.

To make that dream come true required the creation of an organization unlike any other. It demanded a kind of scientific knowledge that was yet to be formulated, as well as a type of equipment still to be devised. And it necessitated the financial and moral support of many communities.

Out of this situation grew the Bell System, bringing not only a new public service, but a new democracy of public service ownership—a democracy that

now has more than 200,000 stockholders—a partnership of the rank and file who use telephone service and the rank and file employed in that service. The American Telephone and Telegraph Company exists to

serve the people and is owned directly by the people—controlled not by one, but controlled by all.

Evolution is going on. Each year the ownership is more widespread. Each year the various processes of the service are performed more efficiently and economically. Each year new lines and extensions are constructed. The responsibility of the management is to provide the best possible telephone service at the lowest possible cost and to provide new facilities with the growth of demand. To do these things requires equipment, men and money.

The rates must furnish a net return sufficient to induce you to become a stockholder, or to retain your stock if you already are one; after paying wages sufficient to attract and retain capable men and

women in the service. They must adequately support and extend the structure of communication.

These are considerations for the interest of all—public, stockholders, employees.





Mr. Cooper offers this to explain his tardiness

Wherein We Try to Get Even

RED COOPER, the irrepressible "F. G. C." of Life's editorials and other pages too numerous to be listed, has been trying hard to convey to us the thought that he has been much upset. Moving. He mentioned it so frequently during telephone calls for a long-overdue cover that we had begun to doubt it. But now the picture is here, William J. Burns reports that he really was moving (a family to California and a studio to a new address), so we'll have to almost forgive him. But not quite. Here's where we take revenge:

Fred Cooper lacks all sense of humor, smokes sweet caporals and plays the rottenest golf in northern New Jersey!

IONG INES

What He Liked Most in America

THE New York Herald quotes with approval the statement of a Japanese writer, who, on returning to his native land, was asked what he most admired in America. Our huge buildings, our swift trains, the energy of our people were mentioned in reply; but most impressive and most pleasing of all, said this trained observer, was—

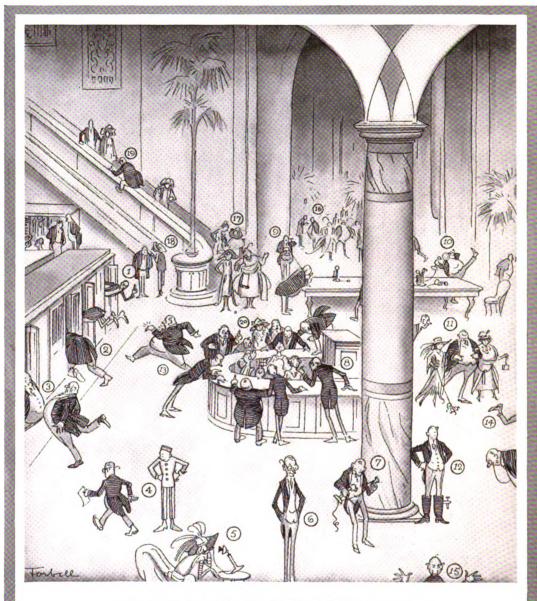
"the unbelievably sweet voice, the constant sweet nature, and the extraordinary resourcefulness of the typical American woman telephone operator."

This is high praise. It is deserved and should be gratifying to telephone operators everywhere, both local and long distance. But most important, it is another clear indication that it pays to enunciate clearly, to speak pleasantly and to evince a spirit of genuine interestedness in our dealings with the public. To us in the Long Lines the reference to resourcefulness is particularly gratifying, indicating as it does that our efforts to surmount difficulties in completing calls do not pass unnoticed.

It seems to me that this tribute should stimulate us in continuing and, if possible, increasing our efforts to give the public something more than merely "satisfactory" service.

-J. L. R. VAN METER

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 5 T. T. COOK, EDITOR NOVEMBER, 1922



"HOW THEY DID TELEPHONE!"

- 1—''Oh, operator. Please change that Seattle call to N' Orleans.''
- -No banker cartoon would be complete without one who had dropped a dime on the floor.
- 3-Some made splendid personal contacts.
- 4-Financial Colossus's were there in small parcels.
- "How's it in San Fran.? . . . Isn't that lovely?"
- [6-Inserted because we know one who looks like him-long lines, you know.
- 7—Thought he *might* want to make a call later in the day.
- 8-Some tried "the voice with a smile."
- 9-He forgets what he wanted to say.

- 10—"Whoops, my dear! I'll be home on the night train nex' week."
 11—Striking while Pa's smile lasts.
 12—"Now what can this mean?"

- 13—Afraid St. Looey won't wait until he gets there.
- 14-Off for the first game of the series.
- 15—Banker thinking "It's frightfully uneconomical!"
- 16—Untangling the foreign exchange situation.
 17—Two Mrs. Bankers planning the evening for two Mr. Bankers.
- -Poor dear, she's trying to chaperone him.
- 19—Bankers will be bankers.
 20—"Now, now! You know I only talked three minutes. I timed it myself."

A SONG OF SIXPENCE

When Bankers Choose New York for Convention Citizens Duck for Cover, But L. D. Traffic Climbs

Sing a song of sixpence— A shilling's not too high; All the bankers came to town Feeling mighty spry. In between the meetings They gathered round to sing, And shop and go to theatres, And have a real good fling.

ITTLE old New York has been convalescing after a visitation that would have razed almost any other city to the ground. Many a strain has she gone through but none to equal that week—Fire Prevention Week, World's Series, and last, but by no means least, the Bankers' Convention. She lives to tell the tale, at least some of the tales.

All this at the expense of her native sons, if any. For while it was bankers' week, it was a case of "On with the bankers, and the divil take the hindmost." The city and

everything in it was theirs.

Talk about keys to the city! There were a few more than 11,000 handed out for the great event. What happened to Mr. Common People while the bankers were in town it is hard to say. There seemed to be nothing on the horizon but bankers. We had bankers for breakfast, luncheon and dinner; bankers on our way to the office; bankers on our way home; bankers at work and bankers at play. We were surrounded, hemmed in, helpless, while they stormed the town.

Now that they have passed on it is like the lull after the storm. We are come into our own again. We look upon the city with a friendlier eye, a new appreciation and renewed respect.

As a matter of fact, it is our private opinion that when the New Yorkers found their fair citadel invaded from the provinces, they decided to vamoose—at least those who could. At any rate, they left the village to the mercy of the pilgrims, who, once let loose, developed the hectic zeal of the Cook tourist or assumed the languid savoir faire of the veteran globetrotter.

On October 1, the New Yorker stepped from his pet subway into a city that had been transfigured over night. The streets were decked with flags and the New Yorker wondered what was up. Had a holiday slipped up on him unawares? Was the P of W coming to town again? Whose birthday was it? Certainly it was not a celebration of moving day, and it was the wrong kind of decoration for Yom Kippur.

By noon, he had ceased to question, but instead was called upon to use dexterity in ducking to the lunch counter. Why the b's tagged themselves we can't imagine! They swarmed from Bronx to Battery and even overflowed into the suburbs and Jersey. No one could get into a hotel in New York unless he was a triple-starred financier. Mere ordinary transients, usually welcome guests, were turned down and out into the streets. In fact, many an unsuspecting native had a relative, friend or even acquaintance turn up at an ungodly hour and beg for shelter in the two rooms and bath-willing to sleep in the tub or on the spare army cot.

At the theatres and movies the peanut gallery was the only thing available to a non-banker. They were the only seats the bankers couldn't use. Buses and taxis were at a premium despite the number of private cars at their disposal. As for the shops, both men and women gloried in them. The visitors had the time of their lives, and the owners rubbed their hands gleefully and purred louder than a tabby cat on seeing the tallies at night.

Among the other places where the bankers were much in evidence were the World's Series and on the golf courses, while their wives enjoyed a spree of teas, luncheons and sightseeing. But probably the most fun for the observer was in the lobby of a big hotel, particularly convention headquarters, the center of all activities—business and social.

The evening unfailingly brought a happy, jovial bunch into the lobby. There was the well-fed, high blood-pressured individual; the checked-suited, race track gentleman;

the keen, quiet business man; and the worried-looking, squizzled up little mortgage holder. Mother with her velvet gown and best feathered fan panted along beside Pa, who was bravely but uncomfortably choking to death in his dinner coat.

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"Meester Brown, Meester Williams, Meester Smith. . . ." we heard the page come singing down the lobby, and following Brown and Williams and Smith, came to one of the busiest spots in the hotel, the section with the row of telephone booths.

"Denver calling Mr. Brown—Number 3," said the operator, and Mr. Brown dashed into Number 3 to hear the latest dope about new accounts, loans made, loans called, cash on hand, and so on for the full three minutes—to the last second.

"On your call to Charleston, Mr. Smith, we can't reach Mr. Clark. Mr. Johnson will talk," came from the little switchboard expert, and Smith crashed into Number 11 to ask Mr. Johnson why in time that promised statement hadn't reached him, and whether he couldn't tell him all the figures over the wire, and why in thunder couldn't he.

"Mrs. Williams calling Mr. Williams," and friend husband made a center rush for Number 5. Odds were even that friend wife gained at least one profitable concession from that talk.

In a booth close by, another prosperous looking client had found the quarters too stuffy and overflowed into the aisle. He was yelling at topnotch into the transmitter, "I said the cashier, operator. All right. All-I-I right. . . . Hallo. Hallo, Charlie. Say Charlie, this is Bill. Guess you'll hafta call that mortgage on Franklin. Yeh; I bet on the Yanks. Uh huh. Whazzat? 'Mmm. Tip-top. Yeh; I'll tell you all about it when I get back. G'night."

•

The Long Lines traffic out of Manhattan was heavy that week but, to be perfectly candid, it didn't leap over any Woolworth Towers as compared with other weeks. Here's what a Traffic man from Walker Street says about it:

"Our traffic did show some increase over the two or three weeks previous to the convention. But this was due to the World's Series, as well as to the bankers.

"It's hard to tell, though, how much was banker and how much was baseball. New York is so big that a few thousand people suddenly added to the population would have to do a tremendous lot of telephoning to knock our daily figures out of kelter. At the same time, bankers realize the advantages of long distance telephoning as much as anybody I know; so they probably did their full share in increasing our traffic."

Here's One that Mr. Thayer Overheard

IT was none other than H. B. Thayer, President of the American Telephone and Telegraph Company, who with an amused chuckle told this anecdote after the transcontinental demonstration to 14,000 delighted Clevelanders:

"After the demonstration," said Mr. Thayer, "I happened to be standing near two Plant men who were working back of the scenes. They were talking it all over, telling each other how smoothly things had gone and so forth, and one of them said, 'Well Bill, where do you suppose we will be staging the next demonstration to?' Bill's reply was to the effect that he wouldn't be at all surprised if the next one went as far as the infernal regions.

"'No, Bill; you're wrong,' the other man replied. 'I have a kind of a hunch we'll never stage one like that. You see, it's this way—there wouldn't be any Long Lines people to handle it.'"

C. J. Beck (left) and C. F. Sacia snapshotting speech at the Western Electric Company's West Street, New York laboratory. This particular oscillograph has several specially designed improvements, including a timing device controlled by a trigger held in the experimenter's hand



Making Pictures of Noise

A. T. and T. Company and Western Electric Engineers Take Photographs of Human Voice, Street Sounds and Musical Tones in Making Transmission Experiments

AKING a picture of a noise sounds about as reasonable as picking up a handful of shadow. It can be done, however, and is being done, at the A. T. and T. Company's laboratories at 24 Walker Street, and at the Western Electric Company's New York experimental work shop at West Street. The work is carried on for the purpose of improving the transmission of the human voice by telephone, especially over long distances. The machine that takes the photograph is called an oscillograph.

All of us recognize that our business is different from any other industry. We do not sell any tangible commodity, as stores do. We do not transport a person's property from place to place, as is the case with railroads, steamship lines and express companies. Our work consists in enabling our patrons to exchange ideas by carrying their speech. The more clearly we can carry the tones of their voices, so much better can

they exchange ideas. And in order to improve the quality of the transmission, the Bell System is constantly making tests and trying out new methods.

To understand how this particular testing is done, it is necessary to know how sound is photographed. Without diving into a technical explanation, the method is briefly this: The electrical current carrying the voice, or some other sound, is sent through two very fine wires, to which is fastened, between the wires, a minute piece of looking-glass. An arc light is focussed on the mirror so that the reflected beam is thrown on a strip of photographic film that is wound on a drum. As the drum revolves, the light beam appears as a long, regular white streak on the film.

These fine wires pass through a magnetic field, and when the sound-frequency current passes over the wires it pushes them back and forth. This makes the looking glass wiggle, which in turn causes the beam of

light to move back and forth across the film, and photograph as a jagged line instead of a straight one.

Other sounds besides voice tones are photographed by the oscillograph. Oscillograms have been made of street noises, as an example. A transmitter of the type used by President Harding at the Armistice Day celebration was set up in an open window on the Washington Street front of the Western Electric Company's building in West Street. This was connected up to a vacuum tube amplifier of several stages, which enabled it to operate a specially designed oscillograph.

When all was ready, the observer at the window waited until a steel-tired dray was about to rattle by, and called through his telephone line, "Shoot." Upstairs the operator started the apparatus and as the sound waves struck the transmitter they were recorded on the film.

A record was made of the observer's voice, and when the next truck was passed its noise was mingled with the word "Fourscore." Then a record of a pure musical tone at about an octave above middle C was taken—500 cycles, to be exact—as a record of the speed of the film.

When the records were ready to be shown the Western Electric Company's engineers commented on them thus:

"The regularity of the musical sound is an invariable sign of a tone that is pleasant to listen to. Regularity is seen also in the voice record, but of course, not to the same degree, as there are many tones present in speech. But in the noise record there is no regularity whatever, which means that your ear is assailed by irregular blows. These are just as unpleasant to it as the rough jolting of a farm cart in comparison

to the smooth swaying of a fine automobile.

"As to the intensity of the two sounds, it must be remembered that the noises were produced at from 15 to 20 feet from the transmitter, while the voice spoke directly into the transmitter. If someone spoke directly into your ear, you would find it unpleasantly loud—almost as loud as a passing wagon.

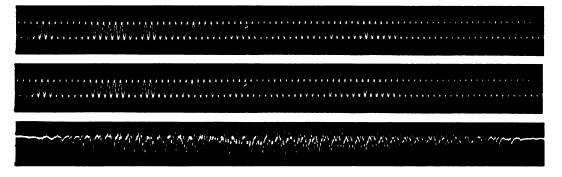
"Researches into the transmission of speech have shown that good qualitythat is, distinctness and the ability to distinguish one voice from another-requires that all the fine vibrations be transmitted as well as the heavier ones. In the speech record you will see that the fine swings occur equally up and down. But when noise is added, many of these swings are obliterated. This means that the speech sounds have become blurred. In your ear the speech sounds will also be blurred, because your ear is also overloaded by the loud noises, and so any further sounds produce merely a rattle in the ear instead of a recognizable sound.

"Since it is upon these finer sound waves that we depend to understand many words, when they come in indistinctly we make a mental effort to recognize so much of them as we can hear and to guess the others. This effort is one of the principal causes of nerve strain."

Do your work efficiently, but don't wear blinders so you can see nothing else. Find out why you are doing your job. To determine this you will have to ascertain why and how the other fellow is doing his.

Of the two kinds of men in the business ruts, one is there because he didn't look closely at his job. The other is there because he saw nothing else.—W. V. S.

Some oscillograms, or noise pictures. The upper one shows timing waves of 500 cycles. In the middle one you see street noises and voice at the same time followed by a period when the voice is silent and then the combination once more. At the bottom is a photograph of the human voice alone





ANOTHER GRAND TIME

Telephone Pioneers Call Cleveland Meeting the Largest and Best Yet Held

THE ninth annual meeting of the Telephone Pioneers of America held in Cleveland, Friday and Saturday, September 29 and 30, was marked by three outstanding features. It was the first convention of the association at which delegates from chapters met in special session. It drew the largest attendance in the history of the organization. It staged a demonstration of transcontinental telephony with the use of the Bell loud speaker that attracted an audience of 14,000 persons.

Cleveland's official welcome was voiced by Mayor Fred Kohler before the great

audience assembled in the city's new public hall to hear about "The Wonders of the Science of Communication," the interesting and impressive demonstration conducted under the direction of General John J. Carty, the retiring president of the Pioneers and F. A. Stevenson, the organization's senior vice-president.

Special trains began to bring in the visitors Thursday, September 28, and by Friday morning the registration had far exceeded that of any previous convention in the history of the organization. Before the first session was called to order the number of Pioneers and their guests officially registered for the convention reached twelve hundred and the final registration was 1,280.

Thursday evening at convention headquarters in the Hotel Cleveland an informal social gathering was held for those who had arrived prior to the opening of the convention. A good dance orchestra was on hand and refreshments were served.

The first session of the convention was the general assembly Friday morning with General Carty presiding and delegates only

in attendance. This was the first annual gathering under the new plan of representation by chapter delegates.

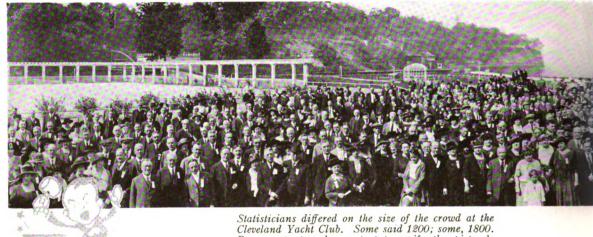
Officers were elected at the Friday morning session and L. H. Kinnard, President of the Bell Company of Pennsylvania, was chosen president. Other new officers are: Senior Vice-President, F. A. Stevenson, Long Lines Department; Vice-Presidents James T. Moran, Southern New England Company; J. A. Stewart, New York Company; and E. A. Reed,



The Pioneers' new president

—L. H. Kinnard, chief executive of the Bell Company of

Pennsylvania



For our part, we're content to verify the picture's evidence—it was a crowd

of the Ohio Bell Telephone Company. Executive Committee for a term of one year: B. A. Kaiser, A. T. and T. Company, and I. E. Warren, Southern Bell Company. Executive Committee for a term of two years: Vernon Ray, Illinois Bell Company; Miss Mary Miller, Bell Company of Pennsylvania and E. K. Hall, A. T. and T. Company.

The report of Secretary R. H. Starrett showed that on January 1, 1921, the membership of the Pioneers Association was 1,700. On January 1, 1922, the membership had increased to 2,363. During the present year there were 1,902 new members admitted, 28 were reinstated, 17 died or resigned, making a net membership at the present time of 4,276.

At the Friday afternoon session General Carty read to the delegates a letter and a telegram from the widow of Alexander Graham Bell. These communications com-

manded the profound respect of the convention. The letter read as follows:

"Dear Mr. Carty: I am beginning to get distressed over the many statements the papers have been publishing of Mr. Bell's dislike of the

telephone.
"Of course, he never had one in his study. That was where he went when he wanted to be alone with his thoughts and his work. The telephone, of course, means intrusion by the outside world.

"And the little difficulties and delays often attending the establishment of conversation in even well managed telephone circuits did irritate him, so that as a rule he preferred having others send and receive messages. But all really important business over the telephone he transacted himself.

There are few private houses more completely equipped with telephones than ours at 1331 Connecticut Avenue, and there was nothing that Mr. Bell was more particular about than our telephone service here. For nearly all of the 35 years we have been here he saw personally to its proper working. We never could have come here in the first place, or continued here but for the telephone which kept us in close touch with doctors and neighbors and the regular telegraph office.

"He saw to it that we should be able to reach that at any time day or night. It was owing to this telephone system that we were able to come and stay up here this summer. Our physician lives 60 miles away in Sydney. I myself called him up at half past five a. m. that last day; he answered immediately and all through that day the telephone served Mr. Bell faithfully and well, bringing to him first one then another whom he called for. Afterwards the telegrams from all over came pouring in day



Watching the bathing girls frolic in the swimming pool. Hardly a male eye is wandering!



telephoned over without delay or mistake. "It even accomplished what seemed almost impossible, the reaching of Mr. Charles Bell at Megantic Camp, Maine. There were relays, of course, but it was done by telephone—not from one big city to another, but from one isolated country station to another—from Canada to the United States.

"Mr. Bell did like to say in fun, 'Why did I ever invent the telephone?' but no one had a higher appreciation of its indispensableness or used it more freely when need was—either personally or by deputy. And he was really tremendously proud of it and all it was accomplishing. He appreciated the honor of being the first to talk from New York to San Francisco, was awed by the wonder of its performance at that dinner at the New Willard, followed with interest its usefulness during the war and the development shown at Arlington last autumn.

"Mr. Bell's one regret about the telephone was that his wife could not use it, or follow his early work in sound. I honestly believe this had much to do with his not going on with the photophone experiments and engaging instead in aerial work the progress of which I could see as well as he.

"I shall always be so thankful that the telephone worked so well that last day—serving its father so loyally. Yours very sincerely, Mabel G. Bell."

The telegram from Mrs. Bell, which General Carty received September 26, read as follows:

"I would be very glad that you should use the letter in any way you wish, and I might add that even the little retreat deep in the woods whither Mr. Bell loved to go alone for week ends of uninterrupted thought, was equipped with a private telephone line so that he could be immediately summoned in an emergency. I would be much pleased to have you speak of the pine, and the wreath with its beautiful symbolism, and the fragrant roses and gracing laurel and wheat which were so particularly touching.

"Among the officers at the Cleveland meeting, there may be some who in time past offered to Mr. Bell the free use of their lines when they knew he was in town. Mr. Bell declined such offers, desiring when away from home privacy impossible with the telephone near. He nevertheless was pleased by such kindly consideration.

"To few inventors indeed has so much consideration been shown through so many years by a corporation which owed its beginning to his discovery.

"When we were married, Mr. Bell gave me all his interest in the American Telephone development

except one share which he kept to the end that his name might continue on the books of the telephone company, and he delighted in this bit of sentiment.

"Will you as president please tell the Pioneers of all this. Also remind them that he attended the first meeting of their Society in Boston in 1911, making the long journey down from here for the purpose. I well remember the pleasure which his wonderful welcome gave him, and his regret that neither I nor any of his children were with him to witnessit.

(Continued on page 40)





"All aboard for the Yacht Club," was the cry that echoed through hotel corridors on Saturday morning Just one of the Pioneer groups boarding the "specials" in front of convention headquarters

To Cleveland and Home Again

Bits of Gossip from the Pioneers' Big Meeting Garnered by Half a Dozen Correspondents

FTER many weeks of anticipation the eventful day arrived and promptly at 7:15 p. m. on September 27, the Pioneer Special from the East pulled out of the Pennsylvania depot at Jersey City with a happy family of Pioneers and their guests aboard bound for the annual convention at Cleveland.

After locating their quarters on the train, and after re-

newing old and making new acquaintances, by ones and twos they stole away for a good night's rest and to dream of the coming events. While a sound sleep was not on the programme for every one, cat naps were enjoyed by most of us. All went well until some time in the wee small hours when our iron horse became balky and in consequence our arrival at Buffalo was somewhat delayed. The first leg of our trip found us happy and hungry, and the diners did a rushing business. The final score on this leg was: Pioneers - Run 1; Hits

207; Errors 0. Lehigh Valley R. R.—Run 1; Hits 0; Errors 1.

Around 11 a. m., September 28, we left Buffalo over the Lake Shore route of the New York Central and after a jolly good time aboard the train arrived at Cleveland about 3 p. m.

September 30, Saturday, dawned bright

and sunny and the slogan was "All slogan was aboard for the Yacht Club." Special street cars transferred the party to the clubwhere a most enjoyable day was spent. An excellent luncheon was given by the Western Electric Company, after which all sorts of amusements were indulged in.

There were trips on Lake Erie on palatial motor yachts, fortune telling by Miss Agnes Ohio Belle and other Ohiobelles, swimming contests, fancy diving by female employees of the Ohio Bell. One of the main features was a kiddie car race in





It was no small job to cross the driveway as the crowd was landing at the Yacht Club. Above—Trying to line up the Long Liners for a picter

which the participants were executives of the various Bell C o m p a n i e s. The prize was awarded to Vice-President Gifford, A. T. and T. Company, who won by an eyelash.

Many other attractive features were enjoyed, including Friend Russell of Brooklyn standing on his head on the end of a spring board in mid-air for a long period. Pictures were taken of the entire group and also many individuals were snapped.

We arrived at Mauch Chunk, Pa., on Sunday afternoon

and were agreeably surprised at the greeting extended us by the Central Pennsylvania Chapter No. 7, Bell of Pennsylvania Company. Stands had been erected at the depot which were loaded with good things to eat and drink. Each Pioneer or guest was presented with a neat box of dainties. Cars were immediately boarded for the switchback ride.

This was some trip—beautiful and thrilling. A speed of 60 miles an hour was made on certain stretches of the road. Returning to our train the last lap of





Boarding one of the large launches for a cruise on Lake Érie. Above—It almost gave you high blood pressure just to gaze at the stunts of Pioneer Russell, of the N. Y. Company

the trip was started. The train arrived at Jersey City somewhat delayed but, more important, the party was brought back safely. Good-byes and good wishes were exchanged and one more of the many enjoyable Pioneer trips came to an end. Everybody was tired but happy and will long remember the enjoyable meeting at Cleveland.

A few of the veterans at Cleveland seemed to have trouble in locating their baggage. One of the Ohio Bell committeemen, wiping a perspiring brow, sank laughingly into the

chair opposite ours and explained how it usually happened.

"Take that last couple, for instance. I got them over from the station all right and helped them with registering, and then the fun began. Ma said, 'Heavens, we've left our suitcase somewhere!'

"Pa and I immediately started chasing over the hotel for it. In a quarter of an hour we came back to Ma, full of hope—but without the suitcase. Then I asked again about the bulky one standing behind Ma's chair. Ma looked once more. 'Well,



They're off! Kiddie car race for Bell Company executives delighted the throng. W. S. Gifford, A. T. and T. Company (third racer from left), won by the length of his cigar

now, what do you think of that?' she exclaimed. 'That is it. I clean forgot we'd borrowed Sarah's because it was larger.'"

Standing in line at the registration booth about Friday noon, a middle-aged, compactly built man was doing his best to answer the young lady clerk's question-

naire. "Name, please," said she. "Kinnard," boomed a big, bass voice. "Oh," said the young woman, looking up, "L. H. Kinnard?" As the Pioneer nodded, "They have just elected you President, Mr. Kinnard. Congratulations." And the association's new president said, "That's nice. Thank you."

Some of the Pioneers certainly must have come into the telephone industry at an extremely tender age—as children of nine or ten or something like that. You couldn't help having a thought of this kind occasionally as you noted the youthful appearance of a number of them. Our own Addison W. Miller and wife, for instance; surely they had to show birth certificates and service records as well as Pioneer buttons and badges before being admitted to the meetings.

Early Saturday morning, Sydney Hogerton, Division Plant Superintendent of Chicago, had a party on his hands that kept him stepping. He took H. B. Thayer, W. S. Gifford, F. A. Stevenson, F. C. Kuhn, and L. J. Harter, our D. P. S. at Cleveland, out visit the



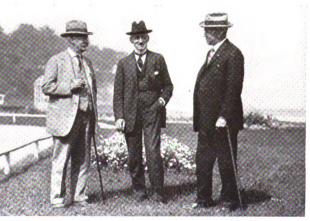
Pioneers all over the land will long remember the beautiful yachts placed at their disposal by friendly Clevelanders

Newburgh office, eight miles north of the city. Newburgh is an important testing point for all main lines in that part of the country, a repeater point and a carrier repeater station. Its distinguished visitors gave every indication of having found it unusually interesting.

Trains carried most of the visitors to Cleveland, but motor vehicles of one kind or another brought a few. A Pioneer driving one of these, trying his best to find a parking place in the crowded public square near convention headquarters, finally discovered a strip of unoccupied curb just long enough for his car. But he was taking no chances, so he spotted a traffic cop at the corner and asked if he might use that space for an hour or so. The officer looked at the man and his badges and then remarked, "Sure, you can park there. Don't you know you fellows own this square today?—an' you can do anything you dam' please with it.'

Mayor Fred Kohler, Cleveland's outstanding chief executive, is indeed a brave man. He was the only one of the speakers at the demonstration in the public auditorium Friday evening who had the nerve to use his own unamplified voice in ad-

dressing the assembly. Deliberately walking away from the transmitters he boomed out a brief message of welcome that verified his confidence in believing his words would reach to the farthermost corners of the building.



Mr. Thayer, Mr. Stevenson and Judge Kuhn had their pictures taken so often that they almost got used to it

All through

the numerous social functions that attended the convention's progress there was one thing that stood out strongly to the eye of the man on the side lines: the youthful spirit that takes hold of our veterans when they get together. They were there to have a good time, a lively time; and they meant to have it.

Let some one suggest going here or

there and there were plenty to follow no matter how great the distance. Let an orchestra strike up its thirty-first jazz number and hundreds immediately exclaimed, "Let's dance."

But in the same breath it must be admitted that towards evening on Saturday there were a few whose feet had begun to hurt and there were even three or four whom we personally overheard saying, "See if you can't get me a chair, Pa. I'd like to sit down."

The official statistician of the convention reports that there were 893 male Pioneers who had definitely made up their

nitely made up their minds at 2:25 Saturday afternoon that they'd collect their families and return to the city shortly. At 2:36 p. m. the bathing girls in their bright blue swimming suits made their appearance, and the statistician's affidavit states that only one of the 893 left before the last dive of the exhibition had been taken. This man, he adds in confidence, is known to have defective vision.

Maybe it has been done before. Maybe it is brand new. At any rate, General Carty's plan of calling on various people in the audience at the general meeting Friday afternoon was surely a happy thought. One after another the General

asked Pioneers who had stories of the early days concealed about them to step up on the platform. And there, where everyone could get a good look at them, these outstanding veterans told tale after tale of the times when pioneering was different from what it is today.





When Messrs. Peaty, of Brooklyn, Betty, of Cincinnati and Wayne of Indianapolis got together the camera man said he had a plateful. Above—Mr. Thayer presents the prize for the kiddie car race to Mr. Gifford

The transcontinental telephone demonstration at the convention was not only a big success but attracted an audience of more than 14,000 people, including about 1400 Pioneers, to the public hall.

General J. J. Carty and F. A. Stevenson were in charge of the demonstration assisted by the men at the numerous repeater stations from Havana to San Francisco. Among those who helped make the affair successful were: L. W. Germain, E. C. Carr and A. G. Henning, Chicago; J. Zehfus, Long Lines Engineering, New York; J. G. Truesdell, W. Dwight Pomerov and John Patrick Maloy of General Plant,

New York; H. S. Hamilton, Development and Research, New York; L. J. Harter, William Kaihni, H. C. Jarvis, W. Klusmier and F. R. Thornton, Long Lines, Cleveland; S. B. Wright, D. and R., New York; R. M. Peterson, Long Lines Engineering, New York; A. L. Jones and H. H. Stewart, A. T. & T. Co., Philadelphia.

The weather man was surely good to the Pioneers. By day, sunshine clear and glowing as candle light seen through amber wine. Overhead, by night, a harvest moon swinging wide its purple mantle studded with stars; below, the lake, lifting now and then a veil of autumn haze to fling a dimpled greeting to its guests. . . .

Gosh, we didn't mean to wax poetical.

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Line Inspecting in Cuba

With Captions in

I. M. Leonard's

INCE the Eighteenth Amendment has made Havana famous, there are doubtless many who would look with envy at the assignment J. M. Leonard, General Plant, New York, drew to go down there to work for a while. Be that as it may, it is certain that while he was there he saw a lot of interesting things, some of which he photographed and sent in to this office with unusually bright captions. In the letter accompanying the pictures he says:

"I've seen in *Long Lines* many pictures which were taken on line inspection trips, but none exactly

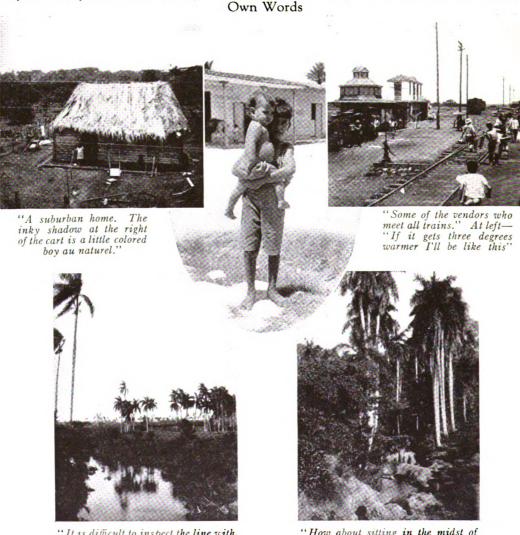
like these which I snapped on a recent inspection trip. So I'm sending them along in case you have a spare corner to fill.

"You might tell Germain that for a small fish, the one pictured in the July issue of Long Lines looked quite healthy, but that he ought to come down here and try shark fishing!"

Parenthetically, we'd like to say that there's always a spare corner for material that sparkles with interest like that manu-

script of Mr. Leonard's.

A telegram was sent urging him to write a story on his trip. But he was too modest.



"It is difficult to inspect the line with one eye and watch such scenery as this with the other"

"How about sitting in the midst of this instead of pegging away at 195?" Hush man!

Did you ever stop to wonder how all the pencils used in a big operating room got sharpened?



IT'S TECHNIQUE

Thomas Heffernan, New York Traffic,

Sharpens Perfectly 6,500 Pencils a Day

for Our People at 24 Walker Street

Tom Heffernan repoints 'em all day long so that our New York operators can make out tickets

LEAD pencil over two miles long. At first thought, it seems as if such an instrument could be wielded only by the giant of the seven league boots. But, in effect, a pencil of this size is worn out every month by the Long Lines Traffic people at

24 Walker Street, New York. Twenty thousand pencils, seven inches long, are needed every 30 days to supply their needs. You

can figure it out for yourself.

This doesn't mean that the pencils are only used once or twice and then thrown away. Each one is sharpened every day. Then, when it becomes too short, it is given to a department that has pencil holders.

You might very logically ask, "Who in the world sharpens all those pencils?" The answer would be, "Thomas Heffernan."

To be more explicit. Tom is fifteen years old, red-headed and freckled. He has a wide, contagious grin. Did you ever notice how a yawn will make all the people in sight mirror it on their own faces? Well, Tom's grin acts that way.

The grin isn't much in evidence as he works, however. Then he's too occupied with his sharpening form to think about anything else. There's a knack to sharpening pencils, just as there is to playing tennis, or leading an orchestra or carving a duck. If you re-point 6,500 pencils a day there can't be any lost motion or awkward-

ness. Yes, sir; it's technique that is required.

Watch him as he sits on the edge of the table, dressed in khaki overalls to protect him from the carbon and sawdust particles. In front of him is the electrically driven sharpener, home - made by our Plant Depart-

ment. Beyond it stands a square wooden box, in which is piled a hodge-podge of pencils. On the right is another wooden box, holding pencils in orderly rows, newly sharpened points all extending in the same direction.

Tom reaches over the machine and grabs a double handful of dull pencils. Picking one out with his right hand, he thrusts it quickly and decisively into the receiver of the machine. The whirring inside the sharpener suddenly changes tone, as if some one had shifted gears. For a brief moment the operator holds the pencil in place. Then, at exactly the right time, he pulls it out. There is no hesitation, no false move. His dexterity makes you think of Doug Fairbanks' fencing as D'Artagnan.

Each sharpened pencil is held between the fingers of the right hand not otherwise engaged. Eventually the hand bears a striking resemblance to a porcupine, if that animal could sprout wooden quills. When one batch is finished, Tom sets them quickly and carefully in the box at the

(Continued on page 28)



"Good Bye, Long Lines"

Miss E. D. Hanna, Leaving the Staff of This Youthful Publication, Flings Everybody a Pleasant Farewell and Tells a Few Tales Out of School

"I'm going," says E. D. H., "so here's some inside scandal"

OW that the time has come for us to leave the staff of Long Lines after a happy year and a half of learning the in's and out's of the editorial office, we grab this as a last chance to hold forth on how we do things around these diggings.

We have a fine bunch of contributors and we appreciate them. Yet you would never believe how whimsical they can be at times. Some of them really do the funniest

things!

"The story you sent us," we wrote to one of them, "Is fine. But we need two or three good, clear, pertinent snapshots to illustrate it. Please be sure to write a brief descriptive caption right on the back of each picture."



Phrenology was

To this we had a generous response. Sixteen splendid pictures, each one wrapped separately in a sheet of paper and the paper securely clipped. These must be valuable, we thought, and proceeded to undo the individual packets. Out of each fell a snapshot and on each wrapping paper was carefully written the descriptive caption. Only it was long instead of brief.

Well, we had no office boy that day so

we sat down ourself to the task of copying that raft of descriptions. One half hour. Heavens, we thought, if only people would do as we ask 'em! For always there's a reason.

Once we had a contributor who wrote us saying, "I would like to have my article

returned at once. I see that you did not care for it, as it has not been published."



The layout expert

If Long Lines's readers had any idea of how we moil and toil to use every contribution sent us, either immediately or as soon as space permits, not one of them would ever say anything like that. An almost negligible percentage of articles and stories sent in is unused, in some form or other. In fact,

our file for unused contributions is about the smallest we have.

We would like to tell you about some of the subjects covered in contributions we have received, but that would take too long. But the range has been wide—even so wide as to include a proffered series of articles on phrenology, to be written free of charge.

One of our greatest trials is getting material in by the tenth of the month, our closing date. This applies particularly to material that must go in a certain issue.

At the last minute, somewhere around the twenty-second when the magazine should be on the press, in come 10 or 12 pictures—good pictures, too, and we'd like to make a feature out of some of them. If we held them over until next month they would be out of date.

Well, in order to get them in, we have to get



Putting pages together



What a brief caption!

hold of, arrange a date with, and go into executive session with our lavout expert (a gentleman of artistic temperament, always one to three hours late for appointments), send the photographs and layout sheets to the engraver and wrangle for two to three days to get them back from his shop. (Engravers are funny people - a particular kind of funny people).

This reproduction job successfully and

painfully accomplished we dispatch pictures and copy to the printer. Then comes proof reading; and finally, finding the proper place in the magazine for the page. We nearly break our neck to get this done without delaying things, but when we at last get an advance copy of the magazine we sometimes feel repaid.

We have still another kind of correspondent. The one who doesn't correspond. "Now," said the editor to us one day, "we'll write to Tom Brown. If I'm not



Our correspondence, thank goodness, is heavy

mistaken, he's just the man to tackle this story for us." So we wrote. "Delighted," replied Tom. "Do anything for *Long Lines*. Let you have the story inside of two weeks at the latest."

It is now four weeks since that day and so we decide to write a follow-up because we've been counting on that story like everything. "Awfully sorry," says Tom Brown in response to the follow-up, "but I've been away on a vacation. I'll surely let you have it by the tenth of next month." And by the tenth of next month it comes and it is even better than we hoped for—but still, it's the tenth of next month.

Some of our contributors have a particular fondness for sending us pictures and items which date just sufficiently far back to be in no way news and yet not far enough back to have become interesting history. One day we opened an imposing looking envelope to find inside several snapshots and an explanatory note. "The enclosed pictures show Mary and Helen bathing at Asbury. The pictures were taken last July. I hope you will be able to find a space for them in the next issue of *Long Lines*."



No two people seem to like alike

This, of course, necessitated an explanation that in using pictures of this kind we try hard to have them up to date. If Mary and Helen could step up out of their very recent past we'd be delighted to publish their pictures.

In the same way we frequently get announcements of picnics, Association parties and so forth one to two months old. By the time they can be published and reach readers who may be interested they will be such back numbers that they hold little interest even to the most enthusiastic of participants.

One of our biggest but most enjoyable jobs is keeping up with the correspondence. No theatrical or movie star has a more interesting correspondence than ours—John Barrymore, Theda Bara, Mary Pickford—name whom you will. Letters come from all parts of the United States, and now and then from South America, from Europe, even from China. Our contributors, of course, are scattered all over our territory and we have friends in every



Contribs; may their tribe increase!

ONG INES

corner of the U. S. A. We try to acknowledge all contributions but it frequently happens that late in the month when we are dashing to press in comes a story which is particularly good, or especially timely, and which we are anxious to get into the forthcoming number. So we bend all our efforts to getting it into print and hope that by its appearance in the magazine its writer will realize our appreciation—at least until we have a chance to dispatch a brief note.

Another kind of letter we are constantly writing is the letter making suggestions about what *Long Lines* needs—the kinds of stories, pictures, short biographies, and so forth, that will fit best into our scheme of things.

It keeps us busy, but it is one of the most pleasurable phases of our work. We like to hear from our friends and to keep in touch with them. Here's hoping our correspondence grows still larger!

Then there's the matter of illustrations. If you stop to think a moment, you'll see how important it is to have good pictures to accompany the stories. Yet lots of splendid long articles reach us without a sign of a photograph or sketch and usually we have to write back asking for illustrations. The author, thank goodness, is almost always good natured and sends them. But it all takes time.

We are always interested in knowing what kind of features and stories our contributors like best. We have had several enlighting letters on this subject and find that it is really impossible to hit on any one type of article as being a best-seller. Plant and Engineering people frequently like technical stories; Commercial people like to hear about outside relations; Traffic girls and men think operating is the most interesting phase of telephone work. Some people's tastes run to the romantic, others to humor (good or otherwise—'tmakes no difference). One man said to us in response to a query: "I like the article about Section Lineman John B. Harker and the model test station at Milton. It is the best thing I have yet seen in the magazine. And I like least the dry articles which have to do with ordinary routine matters.' Another one said: "We would be very much interested in seeing more technical articles in Long Lines. We always want to hear about Plant and Engineering work." No two people think alike, or like alike—fortunately.

Here's a thing that worries us. We wonder whether our contributors always understand why it is not always possible for us to use local items. Long Lines is a national magazine and therefore it must be of interest to all parts of the territory. So local items must often be dressed up, toned down, or rebuilt entirely in order to make St. Louis think that New York has wonderful parties and Boston think that New Orleans certainly has a live Association branch. Do they understand? We hope so.

Sometimes, when we print a technical article or a descriptive article, we shake in our boots as we bid the final proofs a fond farewell and dispatch them to the printer. Because we have a most exacting band of readers and as we aren't infallible we sometimes (just sometimes) make mistakes. We remember last winter when we told the story of the big New England storm, one of our good New England friends even doubted our correctness in mentioning the thickness of the ice on the wires. Every now and then we get letters which pick us up because we haven't told the truth about alternating currents, condensers and even worse things. Well, we sigh, we certainly try hard enough. And endeavor to get the O. K. of some one who knows.

Now and then contributors seem not to be able to understand why we find it impossible to make use of an offered contribution. Well, you see, it's this way. Long Lines is a part of the Bell System, and the Bell System and Long Lines Department have mighty high ideas of standards. Well, in a sense we are a printed representative of the system. So wouldn't it be pretty bad all the way around if we let down the bars on standards? You bet it would. It's our business to aim for just as high standards as they do. But as we said before, taboos don't happen often.

Last but not least, gawblessem, there is a small but ever growing band of contributors who somehow without being told know just what to send us, how to take a dull incident and make it interesting, how to take an interesting event and make it more than interesting, what kind of illustrations to suggest for this or that article, and so on and forth. In short, they know to a T what the magazine needs and how to supply it. And for these advanced buds of humanity we say, Hoo-ray! May they live long and prosper. May their tribe increase.



"Me an' My Pet"



And it's a big advantage when you find that the animal can be useful as well as ornamental, like the donkey Amelia Belek, St. Louis, is riding



his two Below-"Bon Ami" in the



At left-for the Fluff when I ler, Mi Fluff shu

At ri Ears fi whirl even w compa Holmb





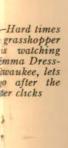
lin, coaxes
Pet back to
good humor
while the hens background gather around to watch

> At right — This is not a muff that Helen Keller, New York, is holding but an honest-togoodness dog

Vennie Edwards, Jop-

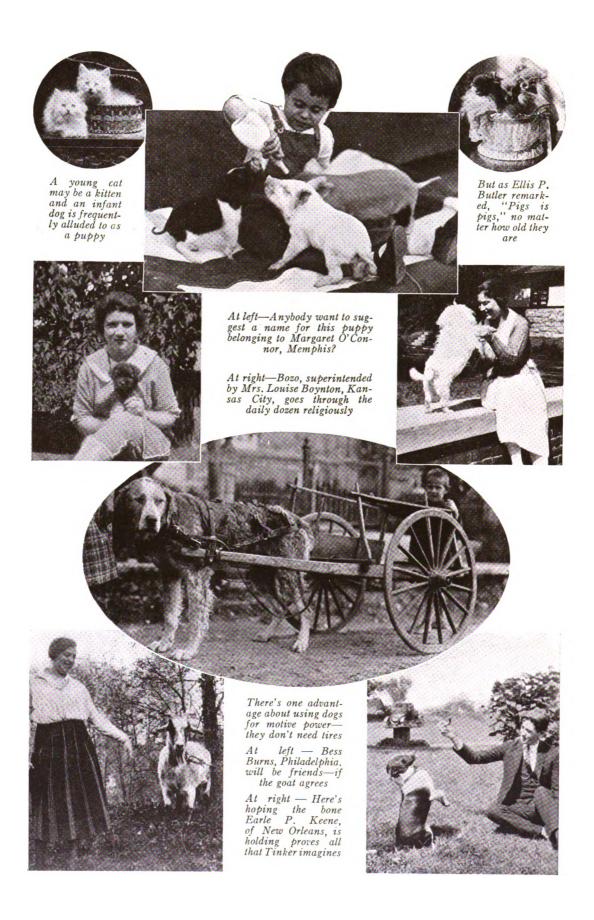


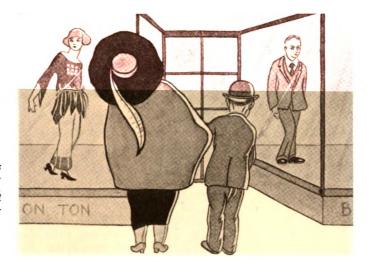
Below—Tish is an ac-complished feline and sits up for Helen Be-lek, St. Louis, on being so requested



t - Brown ds the social deadly bore, is such a good ion as Helen g, Kansas







Omaha, Neb., as well as "Fi't Avenue," has a great, recently arrived distraction long skirts

"Across the street," writes Miss Bell, "we glimpse an almost Gainsborough effect"

FALL FASHIONS

Geraldine Bell, Omaha, Discloses One of the Chief Worries of the Operating Force

N these days of county fairs and prize exhibits of hubbard squashes, tatting, bedspreads, raspberry jelly and baconon-the-hoof, comes the greater distraction of the long skirt. Right after Aunt Matilda had been won over to short ones. Only a couple of months ago we laid our ear to the ground and thought we heard the swish of long, long tails a-winding 'round mincing feet in French heels. But no; it couldn't be. So we went on planning a fall wardrobe of knee-length necessities, with flat-heeled shoes that hit the ground kerflop. We'd tell the world. We wouldn't wear t'other kind. Not we.

How well we remember that rest room pow-wow over an advance model in Farm and Fireside. The abbreviated delegate to the Pioneers' Convention had the floor, or, strictly speaking, she had her sevens and a half planted on the fringe of the rug, and the fringe was laid out.

'Me wear long skirts? Not while I'm in my right mind. And draped dresses? Say, they'd make me look like Cleopatra's dachshund.'

The oldest inhabitant cut in, "Better say the moss-covered bucket that fell in the

Then a snappy little operator lifted a crackling little voice, "Ain't they the cop's calluses? 'S'all right if you carry your own

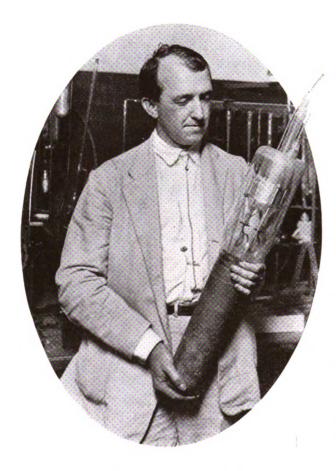
background, but I ain't no Dutchess du Long Jay.'

The crackling voice had it. In the light of what we have seen in the past few weeks, we advise you to take along a couple of marble halls and a punkin-colored taxi. Till then-Law, me! what fun to see Cinderella, corns on elbows, tapping the curb with the slipper while she awaits the punkin - colored Toonerville.

Our funny bone vibrates overtime at the sometimes sad but always funny contrasts seen anytime, anywhere. There is the sloppy, sleazy mode, the full and fancy mode, the short and sassy mode, the perfect steno mode, and that curious combination of all, the modes that Ma wears when she goes downtown to help Gertie pick out a dress. Clothes Gertie had forgotten are cast together in an amazing renaissance. That 1913 cutaway coat makes Ma look like a well-fed June bug. When it gets hot for Ma, she grunts out of the coatand, so help me Hannah! there's that flamecolored georgette blouse that Gertie never could find. Ma jogs blissfully on at a window-shopping pace, unaware that she's quite a riot herself.

Here comes the pearl of the harem, arm in arm with the president of the Ladies' Aid, in high neck and high waistline.

(Continued on page 40)



One Hundred K. W.'s

New Type of High Power Vacuum Tube Described from Stem to Stern

By R. W. King

ERE is a case in which the successful development of a very small piece of apparatus paved the way for the successful development of a very large piece. To the uninitiated there may seem to be little connection between the tiny switchboard lamps which flicker on the modern telephone switchboard and a vacuum tube (using this term in the sense in which it is applied to telephone repeater tubes) which requires a 250 horse power engine and electrical generator of corresponding size to keep it supplied with electrical energy. As every telephone employee knows, the switchboard lamp is scarcely as big as a W. G. Houskeeper, of the Bell System Research Laboratory, and the 100-kilowatt vacuum tube that resulted from his experiments. Radio fans, better start saving your pennies now; this latest type will cost a pocketful

peanut while the large vacuum tube, which in a way is its descendant, many generations removed, is about three feet long and four to six inches in diameter.

A word as to what this enormous vacuum tube does. Its principle of operation, from an electrical point of view, is identical with that of the telephone repeater tube. It can therefore be used to generate high frequency oscillations, to detect them and to modulate them as repeater tubes are called upon to do in carrier telephone and telegraph sets. The large tube may also be used as an amplifier. The difference between the large and small tubes therefore lies in their different electrical capacities and not in difference of principle. When used as an oscillator to generate high frequency electrical oscillations the big tube is capable of an output of fully 100 kilowatts. Just what this means can be gathered from a comparison with the oscillating tube in a carrier set. The latter, under normal conditions, might be capable of developing one watt of high frequency energy. In figures then, the large tube is 100,000 times as powerful

as the small.

Needless to say, these new tubes will not be used in carrier sets and as telephone repeaters. However, there are various important uses in sight for them, particularly in connection with radio telegraphy and telephony.

Let us look for a moment at the sequence of events which has caused the switchboard lamp to give rise to such enormous progeny. Several years ago W. G. Houskeeper, of the Bell System Research Laboratory at the Western Electric Company in New York, became interested in cheapening the manufacture of switchboard lamps. One of the things he aimed to accomplish was the

elimination of platinum wire which was being used for the leads to bring the filament heating current through the glass wall of the lamp. His study showed him that copper wire possessed one of the requirements necessary to a vacuum tube seal when fused through glass. This requirement is that the molten glass "wet" or adhere closely to the wire. Another requirement, of course, is that the wire should not cause the glass to crack upon cooling. Now platinum and glass contract about equally upon cooling and the glass is not strained sufficiently to crack. Copper and glass, however, have quite different coefficients of expansion with regard to temperature and Mr. Houskeeper found, after many trials, that only by giving the copper wire a peculiar cross-sectional shape could he prevent cracking.

His success with the very fine copper wires which he was using as leads for his experimental switchboard lamps led him to study other and bigger types of seals between glass and copper. Prolonged study led him to bring some of these to enormous sizes compared to seals which

had previously been made.

It was about this time that it became apparent to the Bell System engineers, who were interested in the development of radio apparatus, that vacuum tubes of very much greater capacity than those which had ever been used would find applications in the future. One of the major problems connected with the building of a successful high-power vacuum tube has to do with the removal

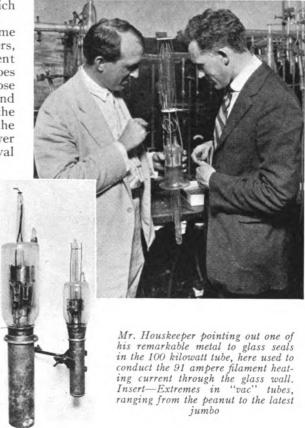
of the heat generated in the tube during operation. In the small tube the removal of this heat can be taken care of by radiation. But experiments showed that with present known methods of construction and using a glass bulb as container a radiation cooled tube could not handle more than one k.w. or possibly two. This fact indicated that the desired solution of the high-power tube would involve some auxiliary means of cooling, as by a circulating stream of water. To employ water cooling successfully requires that those metal parts that are most subjected to heating (the plate or anode) should come directly in contact

with the cooling water.

In the early experiments in the research laboratory various types of water cooled tubes were tested, the most promising of these involved the use of a small platinum tube as anode. This tube was closed at one end and opened at the other to admit the stream of cooling water, the grid and filament being placed outside of the tube and concentric with it.

After a thorough investigation of the platinum anode tube the engineers turned to the large copper seals as a possible key to the making of high power tubes and Mr. Houskeeper's experience with these seals qualified him to take part in this phase of development. As a result of many experiments a tube designed successfully involving copper seals has been worked out and is illustrated by the accompanying photographs. The plate, instead of being supported within a glass bulb, in the new tube takes the form of a large copper thimble with thin walls. This is attached by a

(Continued on page 30)



Association Ac- and Fes-tivities

The Assembly's Report

S the Association grows in years its value to the employees and to the Company should become more readily measurable, the best thought should shape its policies and functions, its honesty of purpose should be unquestioned from any source, and its needful place as an agency in giving telephone service should come to be indisputable."

The foregoing is quoted from the preface of the Third General Assembly's report to the members of the Association of Employees. It indicates to a certain degree the thoughtful care with which the entire job has been done. This report, in the form of a 90 page printed booklet covering the activities of the higher bodies of the Association during 1921, has now been placed in circulation and by this time copies have probably reached all parts of our organization.

Even a digest of the material contained between its covers would fill an entire issue of this magazine; and it seems obvious that it would be inadvisable to attempt any such treatment.

Long Lines has, however, read every paragraph of the report and found it both interesting and instructive. For this

reason it takes the liberty of congratulating those responsible for its compilation and of urging every one interested in the Association to study—not just read—its contents.

Talk 'Bout Aktivities: Look at Branch 36

Dear Ed: Talk 'bout aktivities; the only poisons inside the continental limites of the States wot didn't no somethin' was goin' on in Chi on the nite of October 18 was them as was trubbild with deefness and the congregashuns sight-seein' outside the three mile limit.

Branch 36 got together. No doubt you hold the racket so I'll tell you the news. We had a home talent nite; very much at home; lotzuv talent and after 8 p. m. the affare brot out folks the Dept of Reserch cud never of found. Yes the tel. co. in so far wot this locashun is concerned consists of cabaray attenders, colored gentrie, femail minstrelses, warblers, a orkestry of jazz articts and cetera.

Well now that you been enlitnined about all the xcitement don't loos no sleep next time you hear so much noise 'cause you'll no it's the Div. 4 Plant bunch keepin' Chi on the map again.—M. K. jr.



Wanna bite? Too late now, you should have been at the Accounting picnic at Asbury Park a few weeks ago



Below — Whoever picked the seashore as an outing site ought to be popular with the accountants



Math Experts Visit Beach

THE Long Lines Accounting Department employees, New York, started on their outing to Asbury Park on Saturday morning, September 23. Anyone passing our famous 195 corner at nine o'clock could have seen us scrambling into the big bus with that same eager enthusiasm with which we hasten to our work every morning at the same hour. Perhaps even more so.

After swapping seats several times apiece we were finally adjusted with all the newly-weds and nearly-sos in the rear seats. Amid shouts of glee at the thoughts of a real holiday and with pangs of regret at necessarily leaving some of our companions, we departed.

Our party rolled merrily down Broadway and on the ferryboat "Brooklyn," which took us to the beautiful shore of Staten Island. Then once more under our own steam we traversed the length of New York's country borough, crossed another ferry, and lo! we were in Jersey. We headed down the shore, passed the millionaire homes of Deal, and finally, just as we were beginning to feel the pangs of hunger, rolled up to the big hotel. Here we spent a few hours refreshing ourselves with

the salt air and disposing of all our surplus cash.

After a sumptuous repast in the dining room, we separated into twos and threes. Cameras were busy at intervals during the afternoon. We cannot vouch for those not in any picture. We know not where they were or what they were doing, but we have good reason to believe that with bathing, boating, dancing and walking, everyone fully enjoyed the four hours which we spent at the beach.

At five o'clock by our wrist watches, we all came tripping back to our white limousine, our mouths so full of gum, peanuts, pop-corn, lollypops, and kisses (the salt water kind) that we were almost speechless. But this enabled us to get started promptly on our return trip. We reached home safely, and as we have seen no serious after effects so far, we can safely tell you that everybody had a bully time.—H. S. F.

The New York office had a request from a Boston supervisor to locate a woman by messenger on the steamship Chicago, pier 74, North River. The supervisor advised that Miss Blank could be found in a wheel chair with a sprained ankle.

Ever see one of these crippled wheel chairs?—R. S. K.



District superintendents, chief testboard men and members of the division superintendent's organization, of Plant Division 4, came together at Chicago for a five days' conference

Div. 4 Holds Plant Conference

CONFERENCE of district Plant superintendents, chief testboard men and members of the organization of the division Plant superintendent, Division 4, presided over by Sydney Hogerton, was held in Chicago October 2 to 6, inclusive. Subjects covering every phase of testroom work were assigned beforehand to the various superintendents and chief testboard men and the paper covering each subject was brought up for discussion in the conference. A committee for each paper met with the author after the discussion and revised it to conform to standard instructions and the opinion of the conference. These papers will be sent to the testrooms as a supplement to existing instructions, and the one binder will carry great proportion of the testroom practices.

A fine spirit was displayed by the conferees and the thoroughness of the discussions brought out many good points which not only made the gathering a success but will have a beneficial influence on the service in the division and the Company as a whole for some time to come.

The representatives of the Development and Research, Operating and Engineering and Long Lines Engineering Departments were a great help.

Visitors who participated and gave valuable assistance were: L. N. Stoskopf, J. P. Satterthwaite, H. G. Ward, G. R. Drake and B. C. Jutton of the General Plant Office; R. N. Nicely and E. C. Bowman, Long Lines Engineering; H. A. Affel, A. B. Clark, F. H. Best, R. D.

Parker, R. E. Pierce and C. S. Demerest, of the Department of Development and Research, A. T. and T. Company; W. H. Hardin and M. A. L. Eals of the Department of Operation and Engineering, A. T. and T. Company; B. C. Bellows, Division Traffic Superintendent, Chicago; F. M. B. Merrithew, Traffic Engineer, Cleveland; C. H. Hadlock, General Traffic Department, New York; W. E. Wickenden, representing Vice-President E. K. Hall, A. T. and T. Company; C. H. Fuller, Long Lines Commercial, New York; W. E. Bell, Long Lines Commercial, Chicago; W. L. Dusenberry, Long Lines Commercial, Cleveland.

It's Technique

(Continued from page 15)

right. And then he reaches for another lot of used ones.

Don't think though that life is just one dull pencil after another for him. He likes to be outdoors and have a good time as much as anybody. Football is taking up many of his spare hours, now that the baseball glove has been thrown into the attic for the winter. He spent a good portion of this last summer swimming.

But to come back to pencil sharpening. There is one part of the job that doesn't appeal particularly to him. It's not that the powdered carbon makes his hands dirty. But he has to deliver and collect pencils from each chief operator or assistant chief operator once every 24 hours.

"And that means I have to wash up seven times a day," says Tom. "Gosh!"

Listening in at Chicago

HO'S that man that looks like Lincoln? Hello, Gerald. Hello, Guy Leroy; are you glad you're livin' this mornin'?... Who's the little bitta fella with his hat on the back of his head ... Sign. E5AJK Kennedy—out where the tall corn grows ... So you're the man who catches all the fish for Long Lines? ... Mansfield what? Arkansas or Illinois? Oh, I see—Ohio. Pretty raw, son.

Who built the monument—routine 60? ... Mullins, Beaver Dam. It is our experience....Gee, boy, I don't know what I'll do when they come to my paper. I don't know anything about it....Wonder if P. K. will give the 48 and ex-48 men a dinner. (He didn't.)

At V—we . . . (Supply any Division 4 point.) . . . Is there a stick in this? Tastes like cider. . . . Dead fish! Let's not start anything here. Let's pay our check and slide out quietly.

Jenkins, Waterloo.... Too genteel for me. Don't feel at home where I must remove my hat in the lobby.... Where's

Parr and Mullins? This conference is like the Chinese game of a hundred intelligences. . . . He's a great boy. I call him mine—he worked for me three w e e k s . There're three of my boys here.

I'll bet he's a great boss to work for. Sure, sticks out all over him.... What's a padded armature? Well, ask them!

It was nearly dark and as we didn't want to drive him far we brought him back about 30 miles . . . What's coal cost up your way, Ted? . . . Brown, Fort Wayne. . . . Gee, they charge you to watch the jazzers in this dump. That remark was not representative of C. T. M. speech.

No, I've noticed he's above the average. How you goin' down—L. busercoach? . . . Page Parr and Mullins. . . . What's passive impedance? . . . Great bunch, eh! I'll tell the world. You're some broadcaster. . . . The cashier wants to know if we're going to be here another day. That matter is under consideration and we hope to get something out on it soon.

we hope to get something out on it soon. P. K., C. H., S. J. and R. E. all in a row again. . . . Didja see that alarm clock picture? . . . Where'd Parr and Mullins go? . . . Louder! . . . Where's my wife? She didn't get in until 1:30 this morning and now I've lost her for tonight. (Nan looking for Hamann.) . . . Hadlock almost had me crying. Glad that happened. Can't we get up a party to go out to Morrell Park at five o'clock to see the morning lineup? . . . Twenty miles of it was over stumps and rocks—no road at all—but we got the fish.

Let's go to a show 'safternoon. Can't—gotta go shoppin'—the Missus and kids expect sumpin' from the big city.... What's the new Chinese game cost? Forty-five dollars! Draw's cheaper!...

How's the ocean fishing out your way, Hamilton? . . . You didn't see it! Well. what's the use of my writ-ing for Long Lines if you don't read my stuff? . . . You don't know how glad I am to have had this visit with you. Now when I call you I'll see you as well. Goodbye, boys, see you next year. -Anonymous.



Our Reading Plant men who received President Thayer, A. T. and T. Co., and his party during a tour of inspection Mr. Thayer made of Bell of Pennsylvania offices on his return from the Pioneers' Convention. Picture through the thoughtfulness of the Telephone News

Miss Har-

riet E. Waterman, who has been assisting Hermann Thomas, General Employment Supervisor, began new duties on October 23 as Employment Supervisor at 24 Walker Street, New York. Her associates in the General Traffic Office were sorry to lose Miss Waterman but wish her every success.

Scranton Plays Host

HE third annual banquet of Plant Branch 27, Scranton, was held at the Elks' Club in that city October 16. It was the largest ever held in Scranton, with an attendance of almost 70 members and guests.

The members of the Branch and the delegates of the District Board were not alone in the participation of the joys and the furtherance of closer acquaintanceship on this occasion. Practically all of the associated company officials, together with as many testroom men as could possibly get there, were present. Also large numbers of Long Lines and Western Electric inside construction gangs, including their foremen, were there.

The entertainment committee left nothing undone in an effort to make the evening one worthy of going down in the annals of the Association of Employees. Its main aim was to get all of the men (men is to be interpreted broadly, to include officers and employees alike) of the entire Bell System in this district together, hoping thereby to promote the highest degree of co-operation and good fellowship. Following the singing of "America," an

Following the singing of "America," an invocation was asked by J. C. S. Shaub, Acting Wire Chief, Bell Company of Pennsylvania, Scranton. F. J. Bartholomew, Senior Testboard Man of the Scranton Long Lines office, as toastmaster expressed a welcome. Then followed more or less singing and much eating.

Following the speaking, Western Electric Company motion pictures entitled "The World's Workshop," "Creating the Instruments of Speech" and "Connecting

the Threads of Conversation" were shown. The pictures proved to be very interesting and were thoroughly enjoyed.—C. L. S.

One Hundred K. W.'s

(Continued from page 25)

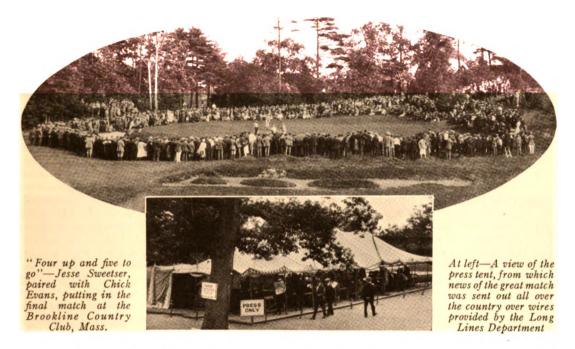
vacuum tight seal to a glass structure which supports the filament and grid and through which the lead wires are carried. The filament lies within the cylindrical grid and this whole structure is placed within the copper anode and concentric with it. The cooling water is circulated around the outside of the anode and does not enter the evacuated space within. It is, of course, necessary that the anode be very free of minute holes which would tend to admit air or water vapor, a requirement which had led to the drawing of anodes from a single disk of copper.

At present the new water-cooled tubes are being constructed in two sizes, the large one already mentioned which is capable of delivering 100 kilowatts and a small one whose capacity is 10 kilowatts. One of the illustrations shows these two tubes side by side and for the sake of comparison a third vacuum tube has been included—the smallest one manufactured, which is popularly known as the "peanut tube."

From the standpoint of radio telephony, the development of these high power tubes makes possible the use of very much greater amounts of power than have ever been readily available before. The 100 kilowatt tube by no means represents the largest possible. There is no doubt that if the demand should occur for tubes capable of handling larger amounts of power they could be constructed similarly.

Scranton Plant Branch 27 broke its attendance record when it entertained associated company employees at its third annual banquet





Words by the Million

THE Brookline Country Club, Brookline, Mass., about 6 miles from City Hall, Boston, arranged for the national amateur golf tournament for the Havemeyer cup. This brought together the choicest golfers from the amateur ranks, 32 in all, from every part of the United States. England was also represented.

The play started at 8:30 a.m., Sept. 2, and it was one round of excitement until the last pair, old reliable Chick Evans and the blonde-haired Jess Sweetser, of 20 summers, member of the Siwanoy Country Club at Mt. Vernon, N. Y., paired away for the finish. The veteran Evans gave up at the thirty-fourth green, the count being 3 and 2.

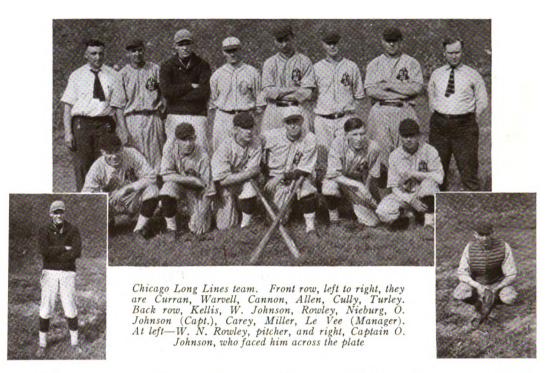
Were you ever around when bedlam let loose in a golf gallery? Well, Sweetser's smile, which never faded during the entire tournament, broadened to such an extent that Chick, the good old sport, joined in. When the pair stood side by side at the club house while President J. Frederick Byers of the U. S. G. A. was making the presentation speech, they looked like a pair of Siamese twins trying to outsmile each other.

Now, the newspapers the country over were anxious for the news of the game, and the course being away from the beaten track of the Western Union Company's lines, the telephone company was appealed to. It arranged to tap an aerial cable passing the outskirts of the club grounds and bring a lead into and back of the club's locker and caddy house, a distance of one and one-quarter miles. Here the club had provided a tent over a board flooring 20 by 50 feet, divided in half by counter. Back of this were tables for the Western Union's instruments and portable jack switch.

The other side was provided with tables and 50 typewriters for the accommodation of the reporters, Associated Press and International News. Three telephone booths and a large bulletin board to keep scores on were also provided.

We put through 1,298,244 words of press, not including message business, with direct wires to many points. Atlanta, New Orleans and Seattle, Washington, were the longest. All went off without a hitch or interruption.

We had, however, a close call the afternoon before the start. A leak showed up in the cable which, after some tests, located beyond our tap. The leads beyond were cut and the working wires cleared. The trouble was found 250 feet from the tap, where a gray squirrel had gnawed a hole in the cable. Had this happened Labor Day during the pouring rain a brainstorm would have ensued, as the cable would have been soaked for some distance each way, making repairs difficult in such weather.—C. T. T.



Chicago Lands Third Place

In a final hard-fought game in an effort to tie for second place, the Chicago Long Lines team, playing in the Illinois Bell Telephone Company League, South Zone, fell victim to the West Maintenance outfit by a 4 to 3 score, and landed in third place. All of our gang played consistent ball, the work of our battery—O. Johnson and W. N. Rowley—being especially good.

The boys are all members of either Branch 36 or Branch 104, and battled against one another at the annual picnic July 23, the 104 gang putting over a win by 2 to 0.

The final standing of the league is as follows:

South Zo	ne		
	W.	L.	Per Cent
So. Shore	9	2	.818
W. Mtce	9	3	.750
Long Lines	7	5	.583
Wnt. Pros		6	.500
Educational	3	6	.333
Assignment	4	8	.333
So. Supplies		9	.182

A glimpse at the line-up shows the following: W. Johnson, fielder; W. N. Rowley, pitcher; S. J. Nieburg, fielder; O. Johnson, catcher; Carey, utility; C. W. Miller, fielder; E. I. Curran, third; D. H.

Warvell, utility; A. Cannon, second; R. M. Allen, first; P. Cully, shortstop; E. D. Turley, fielder; H. E. Kallis, scorer; N. C. LeVee, manager.—J. B. R.

Chief Testboard Men Confer

September 13 to 15, inclusive, a chief testboard men's conference was held at Charlotte, N. C., with all chief testboard men of the district present. Those attending the conference were: E. J. Conover, Div. Supvr. of Special Contract Service, Atlanta, Ga.; J. C. Beall, Dist. Plant Supt.; J. A. Duncan, Dist. Inspector; H. B. Moring, Dist. Chief Clerk and T. W. Smith, Chief Testboard Man, all of Charlotte. Chief Testboard Men L. C. Merrell, Denmark, S. C.; W. B. Allen, Greensboro, N. C.; and E. O. Wood, Selma, N. C.

Matters of general interest and importance from a Plant Department standpoint were discussed. The following subjects were among those touched upon: Service, both telephone and special contract, telephone supervision, co-operation with Traffic Department, trouble testing and clearing as a factor of lost circuit time, elimination of recurring troubles, telephone repeater equipment maintenance by repeater attendants. Training schools for plant employees was also gone into.—W. B. A.

Phila. Girl Equals National Record

THE girls' track and field team at Philadelphia concluded the out-door season by losing a hard-fought meet to the Daughters of Columbus on their grounds at 47th and Lancaster Avenue. The final score was $38\frac{1}{2}$ to $24\frac{1}{2}$.

Every one of our opponents was equipped with spiked shoes and regulation running costume, but despite this advantage, only the phenomenal work of their star, Miss Nell Dennehey, kept our better balanced team from winning. Miss Dennehey was forced to a new Philadelphia girls' record in the high jump by the persistence and ability of Miss Christine Hamilton, Long Lines, and to remarkable work in the sprint by the performances of the Misses A. Mulhern and A. Maxwell.

Press representatives agreed that Miss Hamilton's style in the high jump was by far the best showing by any Philadelphia girl in their recollection. Our entire team showed great individual improvement, while the work of the Misses Mulhern, Hamilton, Maxwell, Horne and Mount, particularly featured.

Standing broad jump—N. Dennehey, D. of C., 7 ft. 8 in.; A. Mulhern, L. L., 7 ft. 4½ in.; C. Hamilton, L. L., 7 ft. 3 in.; J. Steinhauser, D. of C., 7 ft.

50-Yard dash, semi-finals—First heat, N. Dennehey, D. of C., A. Mulhern, L. L., time, 61 seconds.

Second heat, A. Maxwell, L. L., J. Stein-

hauser, D. of C., time, 61 seconds.

Baseball throw - N. Dennehey, D. of C., 178 ft.; C. Hamilton, L. L., 156 ft.; A. Mulhern, L. L., 149 ft. 7 in.; R. Mount, L. L., 139 ft. 1 in. 50 - Yard dash, final heat, N. Dennehey, D. of C.; J. Steinhauser, D. of C.; A. Mulhern, L. L.; A. Maxwell, L. L. Time, 6 seconds, unofficially equalling the American record.

440-Yard relay—D. of C., team A (J. Steinhauser, H. Dee, M. McClelland and N. Dennehey); L. L., team A (D. Watkins, H. Watkins, A. Maxwell, A. Mulhern); D. of C., team B (N. Ludlow, M. Ward, M. Carreaha, E. Sullivan); L. L., team B (F. Horne, M. Quinn, C. Hamilton, R. Mount).

Running high jump—N. Dennehey, D. of C., 4 ft. 6 in.; C. Hamilton, L. L., 4 ft. 3 in.; Tie between J. Steinhauser, D. of C. and A. Mulhern, L. L., 4 ft. 2 in. In this event F. Horne and H. Watkins, both L. L., cleared 4 ft., although this was their first competition in the event.

At an athletic committee meeting on October 3, it was decided to award the monogram "Px L.L." in recognition of their athletic work to the following members of the track and field team: A. Mulhern, C. Hamilton, A. Maxwell, E. Borton, H. Montieth, D. Watkins, H. Watkins, M. Ryan, F. Horne and R. Mount.

Bowling, basketball and swimming are now under discussion as possible winter activities. It is probable that two of these will be selected. The Philadelphia girls hereby challenge any other L. L. office to meet them in a bowling match.—E. C., jr.

Boy, Page the Sphinx

Do you know that—

The longest day this year came on the first day back after your vacation?

The flappers say one ring on the finger

is worth two on the telephone?

The other fellow always gets the soft job?

Monday may be blue but every Tuesday has its silver lin-

The term "black diamond," used for coal, means a lot?

Your division is the best in the whole Long Lines?



This solves the mystery of the lost picture of the Division 6 Traffic Council meeting at Detroit. The photograph was tacked on the Cleveland office bulletin board until some one at the Pioneers' Convention swiped it and it found its way home to Long Lines

Clinton R. Hooton

IN the death of C. R. Hooton, Chief Testboard Man at Denmark, S. C., the Company loses one of its most loyal



Mr. Hooton died at Denmark, S. C.

men and those associated with him keenly feel the loss of a devoted friend. He was born at Bamberg, S. C., in 1878 and died at his home in Denmark, S. C., August 16, 1922, after an illness of five months' duration.

When he was a boy his father died and it became necessary for C. R. to quit school and con-

tribute a share to the family up-keep. He entered the service of the Western Union Company at Bamberg, S. C., and soon became an expert operator. He next went to Augusta, Ga., where he was employed by the Central of Georgia Railroad Company.

From the railroad company, Mr. Hooton went to work for the Postal Telegraph Company, where he was employed until

1904, when he moved from Augusta to Denmark to enter the employ of the A. T. and T. Company as wire chief on November 4, 1904. This position he held until 1908 when a reorganization took place and he was made district plant chief of District 32. In 1913 District 32 was absorbed by District 33, and Mr. Hooton was made chief testboard man, which position he held until the time of his death.

Mr. Hooton's life has been devoted to the work in which he was engaged and he took a keen interest in and kept abreast of all new developments of the telephone game. He was considered one of the best practical men in the telephone business and was held in high esteem and confidence by all who knew him.

—G. A. R., Atlanta.



E. S. Rapp (left) and W. A. Ragsdale, who won the tournament for the 1922 horse shoe pitching championship of Terre Haute

Horse Shoes

TERRE HAUTE'S horse shoe tournament is over. Peace and quietness reign once more over the battlefield. To the victor belong the spoils, and nailed to the wall of the testroom is a pair of nickel plated horse shoes, presented to the conquering team of Ragsdale and Rapp.

The first teams to clash were those composed of Thomas and Small vs. Crawford and Laker, the latter winning two straight games by the score of 21-6 and 21-12. Sims and Wilde defeated Halstead and Turner, winning two out of three by the score of 21-17 and 21-13. Ragsdale and Rapp eliminated Lambdin and Briggs. In the last game of this series Lambdin was accused of throwing the game as he tried to cripple his teammate by hitting him on the foot with a horse shoe.

McQuinn and Goad defeated Bockman and Hawkins 21-12 and 21-16. Four teams were now eliminated. Crawford and Laker met Ragsdale and Rapp in the semi-finals. The latter team won the last two games, losing the first 5-21.

At this point substitutes were put into the game to take the places of McQuinn, Wilde and Sims. The next clash was Goad and Crawford against Laker and Turner. The latter pair won. This contest ended in a

> win by the team that had the little end of a 20-12 score when they topped the ringer of the leaders with the last shoe pitched.

> In the finals Laker and Turner encountered Ragsdale and Rapp, the former team winning the first game 21–5. In the second game Ragsdale and Rapp got their batting eye and counted repeatedly, the game ending 21–17 in their favor. This made necessary a third game which was also won by Ragsdale and Rapp by a score of 21–13, giving them the championship.

The champs forthwith donned their coats, brushed their hair and in fact made a general overhauling to face the camera and get their picture in *Long Lines* as the champion horse shoe pitchers of Terre Haute.— C. F. L.

Long Lines people in Montgomery, Ala., enjoy the municipal swimming pools in season. The pools are fed with the overflow from the artesian wells which supply the city's drinking water



Another Grand Time

(Continued from page 9)

"Our children and I wish also to thank the Pioneers for their kind message of sympathy and flowers sent August fourth. Perhaps also we may speak of our appreciation of the beautiful tribute paid Mr. Bell's memory in that moment's hush at sunset. It would have touched him deeply."

General Carty in his address to the convention paid a touching tribute to Dr. Bell and read Dr. Bell's address at the first meeting of Pioneers eleven years ago in Boston. He reviewed Dr. Bell's career and told how the father of the telephone had predicted with amazing foresight the telephone system of the future.

Friday evening Pioneers and their guests went to the big public hall for the demonstration. The hall itself was something of a revelation to a majority of the visiting telephone men and women. It is said to be the largest of its kind in the country and was crowded to the doors. So great was interest in the demonstration that the convention committee had received more than 30,000 applications for tickets.

Newton D. Baker, former secretary of War, made a brilliant address in which he took occasion to tell his audience some of the facts accomplished by the Bell System and General Carty during the war. In part, he said:

part, he said:

"I pay two tributes tonight; one a personal tribute which I delight to pay to my associate, General Carty; and I pay the other tribute to Alexander Graham Bell, whose spirit is hovering over us this evening, and to those Pioneers who were associated with him in the development of this great instrument of civilization. And I close what I have to say by expressing the fervent hope in a prayer that these great agencies of science may really work out their final and beautiful result in drawing men so much closer together in this world that misunderstanding and in-

justice will be put to flight and that with them to aid us we can face a future in which justice will prevail and in which peace, the daughter of justice, will be our common legacy; and prosperity and a better lot for mankind the common heritage of the children of men."

As General Carty called the roll of stations on the transcontinental line, every answer could be heard distinctly in all parts of the hall by means of the amplifying powers of the loud speaker. As he called Havana and the reply from the Cuban capital came back loud and distinct there were cheers from the audience. The demonstration ended after General Carty said goodnight to all the stations and a bugle in San Francisco sounded taps.

Saturday was play day for the Pioneers. Starting from convention headquarters at the Hotel Cleveland at 10 o'clock in the morning the party journeyed to the Cleveland Yacht Club for an out-

On the Yacht Club Island, in the beautiful canyon of Rocky River, the Pioneers enjoyed themselves immensely. At noon they were guests of the Western Electric Company at luncheon, Charles G. Dubois, president of the Western Electric, and L. A. Davies, manager of the Western Electric Company's Cleveland telephone branch, acting as hosts. The banquet at Masonic Hall started at seven

The banquet at Masonic Hall started at seven o'clock Satuday evening, with 1300 people seated at tables in groups of eight. After this all adjourned to the auditorium to see the "Pioneer Revue," another convention surprise. Preceding the revue the guests saw themselves as others see them when motion pictures taken a few hours before at the Yacht Club outing were reproduced.

The revue was staged in a manner that would bring praise to a professional production. The Ohio Bell male quartet and the Ohio Bell orchestra assisted. The main part, "From '75 to '22," was a beautifully costumed skit in which Ohio Bell girls in songs and dances appeared in three episodes, first in costumes of '76, next in 1900 dress, with Gibson girls, bicycle girls and "ten piece bathing suit girls." The last episode brought forth flapper girls in sweaters and short skirts. The Ohio Bell Telephone Company employees were highly complimented by the visiting Pioneers for the excellence of the revue.

Numerous committees worked to make the big convention a complete success. The transportation committee maintained a general automobile service night and day for visitors. Ohio Bell workers in Cleveland to the number of 146 volunteered their automobiles and their service as drivers and were ready for service at all hours.

ONG INES NOVEMBER, 1922



Division 4 Traffic Council met in Chicago October 9 to confer with Division Traffic Supt. B. C. Bellows. Julia Cogger, secretary of Branch 33, sends us a photograph of the event. Left to right they are the Misses Gasey, Byrne, Bodamar, Hauskins, Robinson, Metzger, Mrs. Smart, Miss B. Bell and B. C. Bellows

Telephone Society Opens Doors

TITH an attendance of 600, the Telephone Society of New York held its annual formal fall opening at the 17th Street club house, featuring a six act vaudeville program secured from a well-known booking agency. R. H. Thurston, Long Lines Commercial, as assistant chairman of the House Entertainment Committee, was in entire charge. The affair was a smashing success.

Much of the credit for the successful evening is attributed to the fact that this was the first time ladies have been invited to the formal opening, as L. R. Jenney. Long Lines Plant, the president of the society, pointed out. The advance publicity also was mentioned as having had a lot to do with it.

A hundred and ten reservations were made for dinner at the club, after which the vaudeville program began. All the numbers were good, but the team of Conroy and O'Donnell, the parcel post men, in a black and white face comedy skit, seemed to score slightly over the other acts. Dancing in the assembly hall wound up the events.

Masons Hear Loud Speaker

Commemorating the laying of the cornerstone for the Capitol at Washington in 1793, the cornerstone for the new Masonic Temple in Detroit was laid September 18. One hundred and twenty-nine years before, President George Washington conducted similar ceremonies at Alexandria, Va., and when Edwin Denby, Secretary of the Navy, laid the cornerstone of the new temple he wore the same apron, used the

same trowel, and saw the same Bible. Some 200,000 to 250,000 people heard the ceremonies through the Bell loud speaker.

The installation was made by the Michigan State Company under the supervision of engineers from the Western Electric Company. The engineers from the New York office of the Western Electric Company were: Messrs. Coke, Flannagan, D. M. Cole and D. C. McGalliard. The men from the Michigan State Company who took active part in the installation were: Messrs. S. R. Manning, O. Ambs, H. Patton, Setter, R. Green and a number of line and drop crews. The Long Lines Department was represented by W. Roadhouse and A. C. McKinley, both of the Detroit office.

The installation of the apparatus was started on September 8. By Thursday, September 14, everything was installed and tests were begun. Testing was done at night to avoid the noise which was present during the day. Demonstrations were given on Thursday, Friday and Saturday evenings. These demonstrations consisted mostly of music and concerts received by radio from the local broadcasting stations and phonograph music from the control room. On Sunday afternoon a sacred concert was given. Dr. Rice, one of Michigan's leading ministers, delivered a sermon. Large crowds witnessed the demonstrations.

The number of listeners to the ceremonies was augmented by those who were served by the radio broadcasting stations. Both the Detroit Free Press and Detroit News broadcasted the ceremonies. As the newspapers estimated the audience at the Temple as between 200,000 to 250,000 it may be said that at least 400,000 heard them.—F. H. F., Detroit.

E. M. Torrey Now a Farmer

N Sunday, October 1, Edgar M. Torrey, Section Lineman in District 42, was retired after 32 years of service with this Company, the majority of which has been as a section lineman in this district. He entered the service in 1890 and was made section lineman at Terre Haute in 1895, where he remained until 1917, when he became a division gang foreman. Later he was transferred back to the district and has been section lineman at Columbus, Ind.

Despite his record of long service, Torrey is anything but old, physically or mentally. Although an accident incurred several years ago has made it difficult for him to climb, he is otherwise almost as active today as he was many years ago, when there was no one who could follow the pace set by Torrey

in line work.

Anticipating the retirement of Mr. Torrey, the Plant Department employees at Indianapolis held a picnic at Indianapolis on September 10, at which Mr. and Mrs.

Torrey were the honored guests.

Arriving at Fairview Park, the scene of the picnic, early in the day, a baseball game was immediately started between teams representing the Indianapolis testroom and the district office. Torrey, despite his 57 years, played third base on one of the teams in great style, accepting every fielding chance. He showed his ability at the bat and in base-running in a way that shamed many of the youngsters.

After the picnickers had consumed large quantities of fried chicken and other picnic delicacies, a number of contests were engaged in, such as horseshoe pitching, sack and three-legged races, a shot-putting con-

test, in which balloons were used, and discus throwing with paper plates. Contests for the ladies were also arranged and great proficiency was displayed in a closely contested nail-driving contest. The children also had a great time, a committee having provided suitable entertainment for them.

During the afternoon, District Plant Superintendent Ewald congratulated Torrey on his record of long and efficient service and presented him with a handsome chair and Mrs. Torrey with a set of silverware, as a token of the appreciation of the Indianapolis employees, the linemen and other fellow workers in the district for the splendid co-operation and the willing and conscientious work that Torrey has always given during his long years of service.

Torrey will occupy a farm which he has

purchased near Greencastle, Ind., where he will engage in dairy farming and poultry raising. No doubt his farm will be the objective of numerous auto trips made by

his many friends.—W. C. B.

On Stock Selling

In one issue of Collier's Weekly a few weeks ago—number 6 of volume 70—there appeared an illuminating article, "Home Dollars are Best," dealing with telephone stock selling, and an editorial reviewing it. Walter Lincoln Whittlesey, writer of the article, took up the campaigns of the Southwestern Bell, Wisconsin and Chesapeake and Potomac Companies. carried out through the medium of their employees. In very readable style, thickly interspersed by illustrative anecdotes, he showed how successfully Bell System folks had become stock salesmen, and why the public was so ready to buy from them.



It isn't every day that somebody retires after 32 years in the Long Lines Department. When it does happen, it is an occasion to celebrate, as the Indianapolis Plant folks did when Section Lineman Edgar M. Torrey gave up telephone poles for bean poles

A Safety Suggestion

HEN we run across an idea on Accident Prevention that looks worth while, we like to pass it along. The accompanying poster is one of several that may be seen on any Plant Department Bulletin Board besides in a lot of other conspicuous places in Division 2. These posters are said to play an important part in an accident program that is getting wonderful results. The idea is a simple one, and perhaps not altogether new, but it seems to be saving many eyes, ears, fingers and feet.

By the way, has your office or gang a clean slate?—L. S. C., New York.

Shifts in the Line-up

Effective September 1, 1922, W. B. Allen, formerly testboard man in the Charlotte testroom, was appointed to the position of chief testboard man at Greensboro, N. C. Mr. Allen entered the service of this Company at Charlotte, N. C. as message operator and repeater attendant five and one-half years ago. He was later

appointed testboard man. He was acting testboard man at the above point approximately 18 months during 1921-22 while Chief Testboard Man Merrell was absent due to ill health.

Other changes in organization in District 33 were made as of September 1, 1922: T. W. Smith, chief testboard man at Greensboro, N. C., promoted to be chief testboard man Charlotte, N. C., while L. C. Merrell, chief testboard man Charlotte, transferred to Denmark, S. C. as chief testboard man, upon request on account of his health. The posi-

tion of chief testboard man at Denmark became vacant upon the death of former Chief Testboard Man C. R. Hooton a short time ago. Other Plant changes are as follows: Harry E. Beaudouin, testboard man, Hartford, Conn., to chief testboard man, Stamford, Conn. George G. Jones, technical, Boston, to district inspector. Arthur J. Wood, chief equipment man, Richmond, Va., to chief equipment man, Pittsburgh.

Traffic: May McCallum, operator, New York, to supervisor. Mae E. O'Hara, operator, New York, to supervisor. Helen Billow, senior operator, Kansas City, to clerk. Alice H. Walker, clerk, Kansas City, to district cashier.

Edith M. Cottingham, senior operator, Chicago, to supervisor. Clara A. Fellmeth, operator, Chicago, to supervisor. Caroline V. Schoen, senior operator, Chicago, to supervisor.

The following changes were effective in August: Elizabeth C. Clabes, clerk, St. Louis, to division cashier. Elizabeth C. Hunter, division service observer, St. Louis, to assistant traffic supervisor.

An Old Timer Writes

District Line Inspector J. D. Gary, of Birmingham, has received a letter from an

old timer, now retired, who writes in

"In reading your Long Lines article, I see that you began in the business just 12 days before I did, and as a groundman, too. I began February 12, 1884, with a crew in Evansville, Ind. The boys have things very different now to what it was in the old days. I shot trouble in New Orleans, Nashville, Memphis and Evansville. Part of the time had an old mule to drive to a cart or old spring wagon. cars those days like they have now. They hardly know now what a real day's

WORK SAFELY

October 1st. Starts

Last Quarter of 1922

Keep

The
Slate

Clean

October 1st. Starts

Last Quarter of 1922

The
Slate

Clean

On the Slate - Start Now
(Not Tomorrow)

PRACTICE SAFETY

Plant Division 2 is aiming at a perfect No

Plant Division 2 is aiming at a perfect No

Plant Division 2 is aiming at a perfect No Accident record for the last three months of the year. Posters like this will help

work is compared with the old.

"Well Jim, I am glad to have heard of you again after so many years and to know you have a nice job.—E.F.V., Ontario, Cal."

The Naughrights

SIX of the young men of the Naughright family of German Valley—excuse me, Long Valley-N. J., are employees of the A. T. and T. Company, Five are in the Long Lines Department. Another brother, Paul, was formerly a member of Division 1 Plant, but became a backslider, which may account for his being left out of the picture shown below. Can any family beat this record?

Incidentally, our own H. H. Nance has

worked in all five Divisions. Can anyone beat that, or even equal it?—F. E. G.,

Crossed by a Guinea

"A late cross of a pair of wires was caused by a guinea hen hanging up in the Birmingham-New Orleans line," writes E. L. Kendrick, formerly a Long Lines employee, now with the Cumberland Telephone and Telegraph Company, at Meridian, Miss.

"One Sunday afternoon Testboard Man Johansen of the New Orleans testroom called me at my residence and asked if I wouldn't come to the office and give him a test on wires 5–6. At 4 p. m. I arrived in the Meridian testroom, called Johansen and then made a loop test on 5–6. The measurement indicated the cross about pole 7972.



Linemen at work on the Burlington-Kansas City line in Iowa find plenty of refreshment along the way. This is one of the greatest watermelon growing sections of the country

"After Johansen came in on the circuit he made a measurement which indicated the trouble around pole 7972 also. A Plant man was sent on the trouble but did not locate it Sunday afternoon. He cleared it Monday morning, though, at 11 o'clock, reporting having found a guinea hen in wires 5-6, middle of the span. The wires were wrapped together with Mrs. Guinea in the middle.

"When we informed the New Orleans testroom what had been found, Chief Testboard

Man Counce requested that the guinea be sent him immediately. However, when we informed him that she had been lifeless for about 15 hours, he asked that she be sent to District Line Inspector Jim Gary.

"Honest, fellows, this actually happened. Speak up, boys. Let's have another story and a song, and we'll all go home."

K. C. B. tells of putting in a call for Seattle, from New York. When it came through he couldn't think of anything to say but "Can you hear me?" and "It's wonderful, isn't it?"

His scarcity of ideas reminds us of the story of the woman who was so overcome by her first sight of Niagara Falls that she could only exclaim: "My, isn't it cute?" Or the lady tourist in Westminster Abbey who remarked: "What an awful care!"



An A. T. and T. family—the Naughrights, of Long Valley, N. J. Left to right, the young men are Lawrence and Kenneth, Div. 2 Plant; Raymond, Accounting, N. Y.; Amos and George, Div. 2 Plant; Elijah, jr., Div. 1 Plant

Stone Workers

T pole 4390, Terre Haute-Nashville line, 17 miles north of Evansville, Ind., where the Long Lines Department set 32 concrete poles several years ago for experimental purposes, a certain red-headed woodpecker took the notion to enlarge a bolt-hole in a spare gain. Thus he intended to gain entrance to the hollow center of the pole, make a strictly fireproof home, and then raise a family. Which he did.

If we can manage to capture the bird, or some of his offspring, it is our intention to raise this grade of bird commercially, cut the bills off and start competing with Thomas A. Edison, making phonograph needles out of woodpecker bills.

Any one desiring stock in this concern may address me.—A. F. G.

Fashions

(Continued from page 23)

We've heard all men were created free and equal, but the inequalities of any two feminine forms are enough to wreck the law of averages. They can't be averaged, that's all.

The Colonel's Lady and Judy O'Grady used the same identical pattern but with slightly different results. The Colonel's Lady looks like an x-ray photograph in her long - drawn out draped dress, while Judy takes on the general dimensions of a box car. Verily, they

make the thin ones thinner and the fat ones ee-normous.

An overwhelming argument in support of our statement now waddles into our line of vision: Aunt Eppie Hogg, with 47 yards of satin back crepe added to her natural impedimenta, towed by a human toothpick with fly-away hair and bony Scutch outfit. We missed the bagpipe accompaniment.

We notice a lifting of that gloomy expression that settled on the maiden lady's face about the time flapper togs became revealing. Ye olde maide clung to her sack cloth and ashes and is rewarded. Now it's the flapper that glooms, and scurries around looking for more covers.

Across the street from the postoffice we glimpse an almost Gainsborough effect. We say almost, for the Gainsborough's husband is known as Shorty, and looks the part.

We think we see a turnover in the stock of the smart men's shops. The Beautiful and Draped must have a suitable setting. Already we've heard rumors of trousers slit at the bottom to display silk hose straggling out of colonial pumps. We have a sudden vision of our pigskin puncher in Lafayette's shoes. The other half we heard is that a lace cascade, after the fashion of Chevalier de Vaudrey, is going to replace those mufflers all the fellows start wearing right after Christmas.

Well, we'll see—if we don't get an eyeful too many. In the meantime, we have a dachshund on our operating force.

A Nashville Wedding

R. N. Church, of the Nashville District Office, and Miss Effie Holt, of Nashville, were married Oct. 10 at the home of the bride's parents. After the ceremony they left for Louisville on their honeymoon where they were royally entertained by members of the Louisville force and other friends.



New species of concrete boring woodpecker, which A. F. Gleaves, Chief Testboard Man, Evansville, Ind., hints might supplant air compressor drills, if domesticated

Bob has been in the service 10 years and has a number of friends in the organization who will be glad to hear of his greatest venture.

"Bobby, how many times have I told you not to beat that drum?"

not to beat that drum?"
"Six, Mother."—London Weekly Telegraph.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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W. E. Bell Division Commercial Supt., Chicago

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Special Cable and Cost Studies

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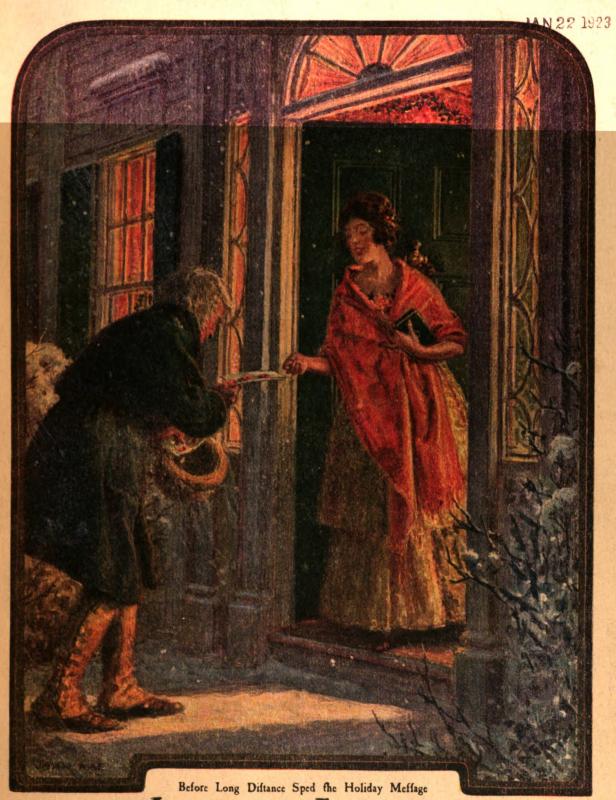
AM THE VOICE. Clear and pleasing, I give answer to your call. Distant or near, midnight or noon, storm or calm, I respond to your slightest bidding.

I am the Hand. Trained to quick obedience, I note the symbols of your desire and weave the eerie strands of speech into the beginning of a pattern.

I am the Mind. Keen, sympathetic, knowing, I solve the riddle of the labyrinth. From city to farm, from mountain to plain, from sea to sea I leap—and am not content until voice meets voice in perfect understanding.

I am Long Distance.

DRAWING BY W. A. MULLI



LONG LINES

DECEMBER, 1922

Portrait of John Rea by his son Walter, aged six

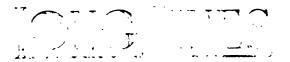
A Specialist in the Beauties of an Earlier Day



MR. Rea, although he admits being the greatest harmonica player and the second best ping-pong player in Caldwell, N. J., cannot disguise the fact that most of his career has been devoted to a study of the early American days—the people, their homes, their customs, their manner of dress.

Our cover lady of the 50's represents a time that he is especially enthusiastic about. And believe us, if the girls of that day all looked like her, you can't blame him.

3



Has "Christmas Spirit" Disappeared?

In the days when England was christened "merrie," people of all degrees met at Christmas time on the common ground of good fellowship. Then it was that the well-to-do kept open house. Their less fortunate neighbors trooped in to enjoy the feasting, the singing and the general skylarking. Young and old took part in the traditional sports. The lord of the manor danced with the village belle. The wassail bowl circulated freely.

Some tell us that the good old customs have long since been forgotten. It is true that an increasingly complex way of living has outworn many of them. But not all. The chief one, that of sharing with others not so fortunate as ourselves, still prevails.

Last year, for instance, Long Lines people in many a city and town took it upon themselves to play the part of assistants to Santa Claus. At Chicago, Cleveland, Minneapolis and other places too numerous to mention, the girls made up bountiful Christmas baskets and personally distributed them in needy homes. In every office we know of the forces remembered co-workers who were sick or for some other reason were among the missing. If we know anything of our outfit, the same thing will happen this year all over the field.

It is well that it should. Christmas spirit and Bell spirit are closely akin, both being based on good will and service to fellowmen. And as long as this foundation endures, the true spirit of Yule will be as green as the holly which is its symbol.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 6 T. T. COOK, EDITOR DECEMBER, 1922



THEY ALSO SERVE

By Robertson T. Barrett

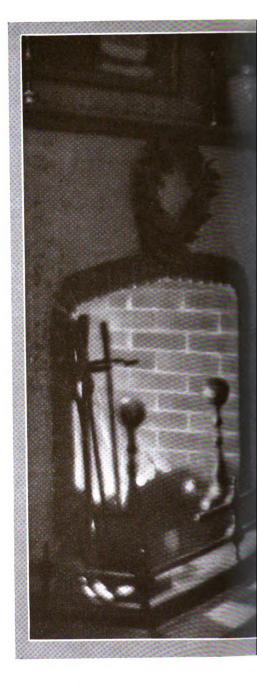
"OSH!" snapped John Stanwix, as he ran his eye over an advertisement on the back page of a December magazine.

Which was quite without excuse. Nobody has a right to talk that way on Christmas eve, even to himself, least of all the president of a structural steel company which is just finishing the best year in its history. There was that about the atmosphere of the library in Stanwix's newly built residence which should have inspired emotions more nearly in keeping with the holiday season. Deep, softleather chairs, a wood fire glowing on the grate, the fragrance of good tobacco—what better could one ask to prompt the spirit of Christmas?

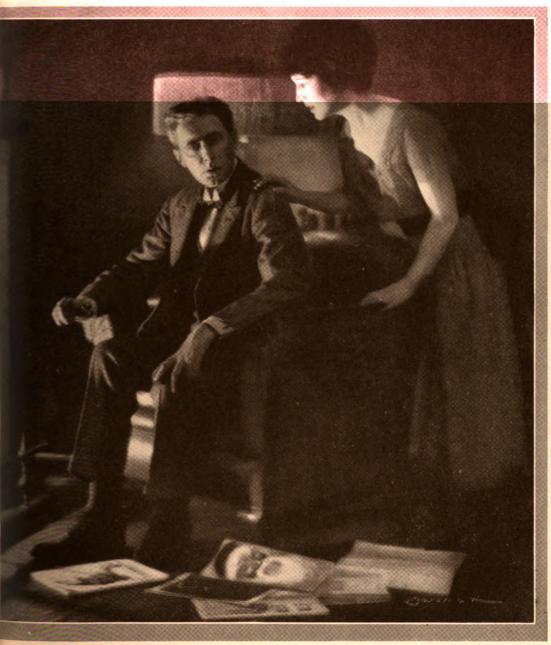
But it was precisely because "the spirit of Christmas" had jumped at him from every advertisement he had read, that John Stanwix was a trifle out of sorts. Seven out of every ten copy writers had used the phrase, regardless of whether they were trying to sell kiddycars, kitchen cabinets or non-skid motor tires.

It was with a real feeling of relief that Stanwix had turned to the telephone advertisement. Here, at any rate, there was no opportunity to work in pictures of grinning Santa Clauses, toy-laden Christmas trees and smoking plum puddings. The telephone business was a business like his own. Stanwix reflected. No room in a telephone advertisement for mushy sentiment about the spirit of Christmas or the spirit of anything else, thank heavens!

John Stanwix was not a sentimentalist. Stanwix and Company had won its way to success by following a simple business code which called for a good product at a fair price, honest wages for employees and honest work in return for them. The men who stoked his furnaces did what they were paid for, nothing more. They quit when the whistle blew and nobody expected



them to work a minute later. He himself guided his business life by the same principle. It as little occurred to him to put into his steel girders a cent's worth of quality for which he did not expect to be paid as it did to attempt to palm off inferior goods as being up to standard. Had he been called upon to rewrite the decalogue, he would have done it in two words: "Strictly Business."



"John," said she," I wish you would ask Dr. Burnham to run over and look at Jackie"

There was rather more sentiment in the telephone advertisement than Stanwix had expected. The picture showed a gang of repairmen climbing out of a truck to mend some toll lines which had been broken down by a sleet storm. The text described the battle which these men fight against the winter winds, against hunger and fatigue, without regard for working hours and with no hope of extra reward, in order to main-

tain telephone communication or to restore it when it has been interrupted. And then, from the middle of the page, there leaped at Stanwix the phrase which prompted the irritated monosyllable.

"The Spirit of Service!" People didn't do things at the Stanwix mills because of the "spirit of service." They did them because they were paid to do them, or because they knew they would be fired if they

didn't. Business was business. Why should a telephone company or telephone work-men——

"Bosh!" repeated Stanwix, just as Mrs. Stanwix entered the room.

"John," said she, "I wish you would ask Dr. Burnham to run over and look at Jackie. He's as restless as can be and I'm sure his fever is higher than it was this afternoon. It's foolish to worry, I know, but—"

Stanwix did not give his wife time to finish the sentence. The sentiment which he had repressed in his business life was lavished in double portion upon his home and particularly upon his three-year-old namesake who, he often told himself, would some day take his place as head of the Stanwix organization. He reached for the telephone.

"Number, please?" asked a pleasant voice.

"Fairmont, 8735," said John Stanwix.

They were having a Christmas party in the recreation rooms of the Fairmont exchange. There was a tree in one corner, gleaming with lights and shimmering with tinsel ornaments. Festoons of crepe paper hung from the ceiling, with here and there a holly wreath or a sprig of mistletoe. The victrola was grinding away with an enthusiasm that seemed to indicate that the spirit of the holiday had penetrated its mechanical interior and inspired it to do its full share to make the festivities a success.

All the operators were on hand, the day and night forces mingling in a regular family crowd—all except the girls who were on duty at the board. And special arrangements had been made for others to take their places so that every operator might have her share of the fun.

Mary Coleman threw a friendly arm about the shoulder of her friend, Grace Dawson. "I'll take your turn at the board at nine," she said. "You know, you were sick and missed our Hallowe'en party and have a double portion coming to you tonight." Protests from Grace, insistent demands from Mary, a word or two

with the chief operator and, for the second time that night, Mary Coleman took her place at the switchboard, just in time to catch a glowing signal at her position. There may very well have been something of the Christmas spirit in her "Number, please?" as she plugged in to answer the call.

"Fairmont, 8735," she heard John Stanwix say.

•

The rather forbidding name used by Dr. Burnham in his diagnosis of the child's symptoms doesn't particularly matter. But the grave shake of the head with which he pronounced it did matter-matter vitally to John Stanwix and his wife. Vaguely they were made to understand that their child was suffering from a malady so serious in its probable effects that there was but one chance in many hundreds of his recovery. Still more vaguely they comprehended that this one chance lay in the use of a newly discovered serum with which Dr. Alonzo J. Thornton, of New York, had recently procured remarkable results.

"If I could get some of that serum here by tomorrow morning," mused the physician, "I think——"

He looked at his watch and reached for the telephone.

Φ

John Stanwix once sold to a railroad company a consignment of steel girders to be used in a bridge at Hillville. If he had been asked, that Christmas eve, where Hillville was, he might have placed it about half way to New York. If he had been pressed for further particulars, he might have added that Stanwix steel had been used in the Hillville bridge. But that was the extent of his knowledge of Hillville.

He could not, accordingly, have been expected to know that in the parlor of Jim Howard's home, on the outskirts of Hillville, Betty Howard was trimming Jim junior's Christmas tree—alone. Nor could he have been expected to understand the significance of that fact.

Every Christmas thus far since Jim junior arrived—there had been four of them—Betty and Jim had trimmed a tree for him. It had become something of a family rite, with Jim acting as master of ceremonies. But tonight Betty was trimming the tree alone.

Moreover, it was storming—the kind of a combination of sleet and snow which Betty, as the wife of a lineman, had learned to hate and fear. And she had heard nothing from her husband since morning, and

JONG JINES DECEMBER, 1922

Jim almost never missed calling her up if he was kept out late on a job. What if something had happened?

Betty dabbed at a tear that was getting ready to splash down on the top step of the step ladder and was

reaching up to hang a big red ball on an upper limb of the evergreen when the tele-

"I guess I can't make it tonight, Bet," said Jim's voice. "We had a break on the line to the West-sleet, you know-and have been working on it all afternoon. Strung our wires on stumps and fences and the limbs of broken-down trees and just got through—finished the job by the light of a big fire. I'm not sure things are going to hold together until morning, and so we're going to put up at old man Kennedy's farm, out by Bald Hill, and keep our eyes on things. And anyway---

"Yes?" asked his wife.
"Well, George Simmons wrenched his ankle when a tree that he was clearing out of the line was rolled over by the wind. We can't get him into town tonight very well and-you know the first aid course I took last winter? Well, I'm playing nurse to George down here at Kennedy's.

"But you got the line fixed up all right, did you, Jim?" asked his wife, who was a member of the telephone family, even if

only by marriage.

"You bet your life we did!" said Jim. "Testboard reported at nine o'clock that everything from the West was going through in fine shape.'

"All right, see you in the morning—and, Jim-merry Christmas!" Betty Howard hung up the receiver and went back to her post of duty on the step ladder.

"I want Dr. Alonzo J. Thornton at St. Stephen's Hospital, New York," said Dr. Burnham as, for the second time that evening, Mary Coleman answered a call over Stanwix's wire. "I do not know the number."

"I'll give you long distance," said the operator, suiting the action to the word.

"We have reports of bad storms along the New York line," said the long distance operator, after the New York physician's number had been obtained from the directory operator. "I think we can get your call through, though—I'll try."

"This is a mighty important matter," said Dr. Burnham, with unusual concern in his voice. "It may be a case of life and death."



"I'll do everything I can to hurry it up and will call you as soon as we get a circuit," was all that the girl said.

Patrolman O'Rourke, his chin thrust deep into the collar of his overcoat, had just turned the corner of 81st Street, when he saw a girl walking ahead of him, stumbling through the drifts which already piled the sidewalks.

Overtaking her, he saluted. The girl was the kind to whom the fatherly old policeman always touched his hat when he encountered them at that hour of night. She glanced up with a friendly smile and they fell into step, as far as the heaps of snow, which all but blocked their path, would permit.

"No kind of a night for the likes of you to be out!" said O'Rourke, a note of kindly

protest in his voice.

"No kind of a night for the likes of you to be out, either!" rippled the girl, and O'Rourke chuckled at the almost perfect mimicry she had put into her rejoinder.

"Oh, well-in the line of duty, you know—I have to be out. I'm a policeman.'

"Same here," smiled the girl. "I'm a telephone operator."

'Little late to be gettin' to work, if you're on the night platoon, ain't it?" asked O'Rourke.

"Oh, I'm not on the night force," answered his companion. "I'm not due to report until morning. But I live pretty well up town and this storm will make it hard going and will double the traffic, even if tomorrow is a holiday. And, anyway, some of the girls are laid up with the flu and—well, there's a pretty cozy place to sleep at the exchange and I thought I'd run down tonight and not take any chances of holding things up in the morning. Besides, they're probably short-handed tonight and I thought maybe I could help out. We often do that, you know, in bad weather. It's . . . well, its what you folks of the police force call 'in the line of duty,' I guess.'

"Maybe so," grunted O'Rourke. "Maybe so. Only, miss, if the police had the same idea of the 'line of duty' as you have, you couldn't hire a man to commit a crime in

New York.'

"Well, good night—and merry Christmas!" called the girl, as she turned into the door of the exchange building.

"There was a break in the line to New York, but they've got it repaired," reported the long distance operator, as Dr. Burnham answered her call. "I'll

call you again in about five minutes."

"It's all right," the physician nodded to Stanwix, again glancing at his watch. "She says she will call me in five minutes and if she does, we can get Thornton in time to catch the night train out of New York by special messenger. I'll wait here. You'd better go in with Mrs. Stanwix."

His chin cupped in his hand, John Stanwix sat by the little bedside. The mother gently smoothed the tousled hair from Jackie's forehead, dry-hot

with fever. The boy opened his eyes dreamily. "Daddy," he murmured, "will tomorrow be Christmas?"

"Yes, Jackie-boy," answered Stanwix, his voice trembling in spite of his efforts to control it, "tomorrow will be Christmas.'

The girl had been correct when she had told Patrolman O'Rourke that they might be shorthanded at the exchange and that there would probably be a chance for her to help out. After shaking the snow from her coat and hat and hanging them in her locker, she stepped into the operat-

ing room and spoke quietly to the chief operator.

"You're a regular brick!" said that competent young person. "You certainly know what the spirit of service means, all right. Yes, if you will, I wish you could take number 18 for a while, Miss

Rogers is pretty well tuckered out.

It was at number 18 position, a few minutes later, that the toll operator asked for Columbus 9300. It was Dr. Burnham's call for St. Stephen's hospital.

Jim Howard changed the compress on the injured ankle of his friend George Simmons, noted with satisfaction that the swelling was somewhat less pronounced than it had been, went to the telephone

and called up the testboard.

"Hello, McGuire," he said, "this is Howard speaking. Still down here at Kennedy's place.

speaking. Still down here at Kennedy's place. Thought I'd call up and see whether everything is working O. K. on the line."
"Fine as a fiddle, old soldier!" answered the test-board man. "You boys certainly did a star job getting that mess cleared up. Some service, I'll

"Yes, Burnham, I can get it on the midnight train all right. No trouble at all. Glad you called me. Let me know how the youngster gets along. 'Night." Dr. Alonzo Thornton replaced the receiver, looked up at the clock on the office wall in St. Stephen's hospital, stepped briskly into the laboratory and began preparing for shipment the package which, a few hours later, was to bring a new chance for life to Jackie Stanwix and new hope

to his almost despairing parents.

"Good old Burnham," he murmured, as he smoothed down the last drop of sealing wax and rang for a messenger. "Always was conscientious, even in his college days. Just like him to telephone two hundred miles in order to pull through a par-ticularly tough case.—Wonder why he sticks out there in that Pennsylvania town? He could make good in a bigger place. I wonder."

There was no Christmas for the Stanwixes-or for Dr. Alfred Burnham. He arranged with young Dr. Folsom, his assistant, to handle other cases which demanded attention, while he himself remained in the sickroom. Grimly at first, then, as the little patient began to respond to the serum treatment, more hopefully, and finally with an air of calm confidence as it became apparent that the tide had been turned, the physician fought for the life of Jackie Stanwix.

There was a gleam of triumph in the physician's haggard eyes as, toward nightfall, he pulled on his fur overcoat to go. "Rest is all he needs now—and so do both of you," he said, his hand on the door-

knob.
"Dr. Burnham, how can we ever repay you for what you have done?" said John Stanwix, his "" " " " " " " " " " " wife shaking with repressed emotion." usually firm voice shaking with repressed emotion.
"Repay me?" smiled Dr. Burnham. "That's simple. You'll get a bill all right, don't worry.

Repaying me is easy enough, it's the people who helped me that you can never repay."

"Helped you?" asked Stanwix, a little uncertainly, "What do you mean?"

"I'll tell you, Stanwix," said the physician.
"The first couple of years after I got out of medical school I was the company physician of a telephone company. I know something about what goes on behind the scenes. I know, for example, what it means, on a night like last night, to keep the wires in shape and to have the people on hand to handle a call like the one I put through to New York.
That's what I mean when I say you can't repay the people who helped me last night. And if you think, Stanwix, that I have done anything that I was not strictly called upon in the line of my professional duty to do for you, it's because of a thing I learned from a lot of linemen and troubleshooters and switchboard operators I got to know twenty or twenty-five years ago. They have a phrase in the telephone game, Stanwix, that comes pretty nearly summing up the best there is in every man's job,

"Yes, I know," said John Stanwix, "I know—
I remember seeing it in one of their advertisements.
It is—isn't it?—'The Spirit of Service.'"



"Be merry all, be merry all, With holly dress the festive hall, Prepare the song, the feast, the ball, To welcome Merry Christmas."





Harvard kicks off to Princeton,

in the Harvard Stadium,

Cambridge. Insert — J. P. Maloy, New York Plant, at the transmitter inside the

radio reporter's booth

"HERKE kicks
off for Harvard
.... Cleaves
catches the ball
on Princeton's
15 yard line.... He runs
it back to his own 28 yard

line, where he is tackled by Chapin Listen to the applause." Following these, or similar words, comes a loud, confused outburst of shouting that soon settles into the sharp cheers of the two cheering sections. And hundreds of thousands of people throughout a score of states strain their ears to catch the first words describing the next play.

They are literally watching the big football game with their ears. Previous to this year the number who could witness each contest was limited to those actually inside the different stadiums. Now, thanks to radio and the Long Lines, every one who has a radio set and is within range can get the news play by play just as it takes place.

Our part has been to carry the news from the field to New York, where it is broadcasted. On five successive Saturdays, beginning October 28, Plant and Engineering men under the direction of Service Supervisor L. N. Stoskopf have prepared and operated the special equipment for the service.

The games were: Princeton—Chicago, at Stagg

Field, Chicago; Yale—Brown, in the Yale Bowl, New Haven; Harvard—Princeton, at Soldiers' Field, Cambridge; Yale—Princeton, at Palmer Stadium, Princeton; and Yale—Harvard, at New Haven.

Practically the same system was employed in each contest. A booth, as nearly sound proof as possible, with a glass front, was placed at the top of the stand opposite the 50 yard line. In it was stationed an announcer, a newspaper sports writer, familiar with all the latest wrinkles of the game and with the names of the players. In addition to the transmitter within the booth, a transmitter to carry the applause was set up somewhere on the stand. Various experiments were tried to determine the best location for this applause transmitter, and it was found that with it situated at the end of the field the best results were obtained.

About half an hour before the games

started, the announcer began his reports, on the crowd, the weather and other circumstances surrounding the colorful event. When play started, he described its progress throughout all four periods. The applause transmitter was controlled so that the cheering was faintly audible at all times, and could be turned on full force at will.

The announcer's voice went through the transmitter in the booth into an amplifier a few feet distant. This increased the

energy. The distance of the stadium from the nearest local office determined whether a repeater was put in at the local office on the special circuit.

Duplicate equipment for talking was furnished all the way through. Our circuit extended to a voice amplifier in the studio of the 24 Walker Street, New York, radio station. From here the announcer's voice was sent to the radio transmitting equipment of the Western Electric Company, at West Street, and then into the air.

A Comment from General Carty and Mr. Stevenson's Reply

N appreciation of the part the Long Lines Department played in the Pioneers' Convention at Cleveland, General J. J. Carty, the retiring president of the Pioneers, wrote Director Stevenson as follows:

"The courteous and effective attention which the Pioneers at all of their conventions have received from yourself and other officials and employees of the Long Lines Department, was again most pleasantly brought to our recollection by the many services which you rendered to the Pioneers at Cleveland.

"The demonstration at the Auditorium provided by the Long Lines Department and to which you gave your personal attention, was a most notable event in the progress of our association. All who participated, both Pioneers and public, were thrilled and deeply impressed with this manifestation of your splendid Long Lines organization which lies behind the demonstration which you gave us.

"Aside from the fine sentiment which this demonstration produced among the Pioneers and the telephone company's personnel, I am sure that the favorable feeling which it created in the minds of the Cleveland public has had an excellent effect. I am sure that it has improved our public relations in that territory. I feel confident that the very great effort which this required on the part of you and your staff will be abundantly justified in returns in the way of good public feeling.

"In addition to this, the special telephone service which you so generously provided for the Pioneers was utilized by them to their very great satisfaction and comfort.

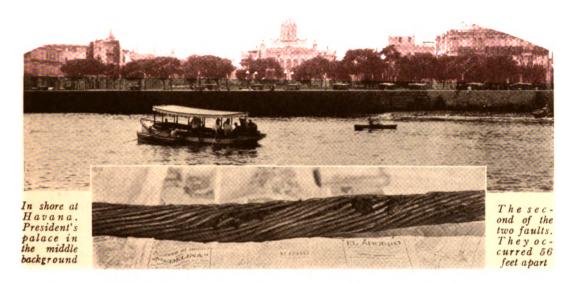
"For all of these considerations, it gives me the greatest pleasure as President to thank you formally on behalf of the Telephone Pioneers of America."

To this Mr. Stevenson replied:

"By the Department and myself, your favor of the 18th is highly appreciated.

"It is most gratifying to know that the work of the Long Lines organization, in its particular function of tying together all of the operating units of the Bell System, is so recognized by you."





Under the Bounding Main

When Number Two Key West-Havana Cable Fails, Telephone Men Board Ship and Yank Up Deep Sea Line to Repair Troubles. By R. P. Glover, Atlanta

N October 11, at 7:05 p. m., the number 2 Key West-Havana cable failed. While it is not definitely known, it is supposed that the trouble was caused by a vessel entering the Havana harbor during a high sea.

Preliminary tests were immediately started from Havana under direction of Chief Testboard Man Stephens, and from Key West under direction of Chief Testboard Man White. At first the cable was not sufficiently grounded to permit very

accurate measurements, and it was not until 24 hours had elapsed that reliable measurements could be obtained. The early measurements agreed closely with later results.

Too much cannot be said of the efforts of the station men at Havana and Key West for their preliminary work. Special cable testing apparatus is available at Key West, but none is located at Havana. In order to get measurements on the location of the trouble with this sensitive apparatus from the Havana end, Chief Equipment Man R. N. Spence, from Atlanta, who had formerly been at Key West, carried the apparatus to Havana on October 17 and made additional tests.

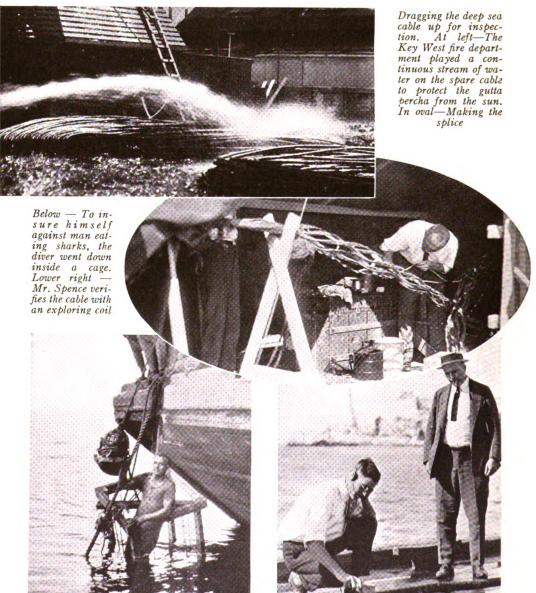
Directly after the failure, the restoration of the cable was turned over to the Long Lines Department and steps were taken

> to secure skilled men for making the repairs. Mr. Trebes of Western Electric Company, a gutta percha expert; Mr. Koch of the New York Company, an armor expert; and Mr. Richey of the Department of Development and Research, A. T. and T. Company, who had general

A. L. Richey and R. N. Spence, with Cuban boy at the oars, spotting the location of the cable with an exploring coil









"All together now. One more heave and over the side she comes." At right—This process is known as "under-running" the cable, so as to find defects. On the other side of the lighter can be seen the upper works of the tug that convoyed her

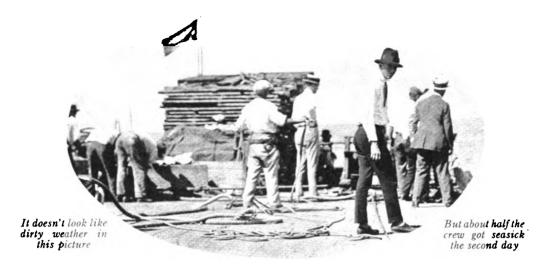




In oval—Looking for trouble as
cable comes aboard. Lower left
—Splice almost
c o m p le t e d.
Below — Putting
cable over pulley
in the "gimmick"
on barge's end







supervision of the work and directed the final measurements, were obtained. The Cuban Telephone Company, represented by Mr. Caldwell, Chief Engineer, furnished tugs, lighters, and cable gangs for handling the repairs.

Spare cable for taking care of breaks and failures is stored at Key West under water in a concrete tank. The district forces were assigned the job of shipping a piece of cable for repairing the defect from Key West to Havana. The work of getting the proper type of cable out of the tank was no small job. The cable wanted was under four miles of other cable, which had to be removed from the tank first.

While the preliminary details of shipping the cable were being taken care of at Key West, the forces at Havana were underrunning the cable and it was learned definitely on Sunday, October 22, that 200 feet of the shore end cable would be required. The work of getting out this length of cable was started Monday, October 23, at 7 a. m., and it was 7 p. m. before 18 men had removed the four miles of cable.

The tug "Petrel" was loaded with the 200 feet of shore end cable and left Key West harbor at 8:30 p. m. Owing to the susceptibility of gutta percha to heat, it was necessary to keep at a minimum the temperature of the four miles of cable removed from the tank. Any one who has been to Key West will appreciate the heat of the tropical sun. After all suggestions were considered, it was found that the only practical way to keep the cable cool was to have a stream of water playing on

it as much as possible. Efforts were made to use the pump which is ordinarily used for replenishing water in the cable tank. But it was soon seen that this would not be satisfactory, and as a last expedient the Key West fire department was induced to come to our aid.

Aside from the actual work of getting the cable out of the tank, certain arrangements had to be made that required all the diplomacy of the Company's forces at Key West. In the first place, the cable is under bond. This necessitated a meeting of the board of directors of the Cuban-American Telephone and Telegraph Company at New York, in order to issue power of attorney to the Company's representative at Key West. After this difficulty was overcome, it was found that the tug chartered was not licensed to carry freight as it had not passed the Government inspection. It was, therefore, necessary to get in touch with the officials at Washington to have this requirement waived.

After the difficulties of transferring the spare length of cable from Key West to Havana had been cleared up, another question came up. A representative of the Telephone Company was named to accompany the tug "Petrel" to make sure that the cable was properly taken care of during the trip. But the tug was not a passenger boat. Therefore, R. P. Glover, District Inspector, enlisted as an able bodied seaman on the tug and went over in that capacity. After landing at Havana, he appeared before the United States Consul and obtained a "certificate of discharge of seaman." He was also required to make a

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deposit of \$2.10 with the Consul, which was to cover the expense of transportation back to the United States in case the "seaman" should become stranded in Cuba.

Near the shore at Havana the three submarine cables are close together for some distance, which made it difficult to pick up with certainty the defective cable. The position of the defective cable was found by placing tone on the cable at the cable hut and using an amplifier and exploring coil in a rowboat.

On the morning of October 21 the tug and barge started the work of underrunning the cable. This was a slow and laborious process, and it was not until 6 p. m. that the first defect was pulled aboard. It was found that the cable had been crushed flat, the conductive tape being visible between the armor wires. On the following day, about 56 feet further out, a similar defect was found. A section of the cable, including these two faults, was cut out and the two ends of the severed cable tied together with a large rope. Before the cable was dropped overboard, the ends of the core were sealed, and insulation tests were made from Key West and Havana to make sure that no further defects existed.

At this point there is one character we cannot pass without mention. This was the "Cuban seal," the name given to a Cuban boy whose only domicile appeared to be the steps of the cable hut at Havana.

Our first acquaintance with him was made one morning at 2:30 when it was necessary to disturb his pleasant dreams in order to open the door of the cable hut. On the same day, while diving to the bottom of the sea and placing ropes around the cable, he won his nickname because of the manner in which he came to the surface of the water for air from time to time. The outcome of this boy's deep sea operations was that another man was added to the pay roll of the Cuban Telephone Company that night.

The second day on the barge was not as pleasant as the first. A strong wind was blowing and the sea had become rough. About half of the crew got so sea-sick that they had to be taken ashore.

The launch which took these men ashore came as close as possible to the barge. The sick men were lined up on the side of the barge for the transfer when there was a big splash. One of the men had fallen overboard between the launch and barge. Quick rescue work followed under the direction of Mr. Caldwell. This incident was apparently an antidote for sea-sickness, for one of the other men immediately got well.

The tug "Petrel," on which the spare

The tug "Petrel," on which the spare cable was shipped from Key West, reached Havana Tuesday morning, October 24. However, numerous port and custom-house regulations prevented the boat from dock-

(Continued on page 42)



The men who ran the job of repairing the broken communications link are, left to right, C. Baughn and F. T. Caldwell, Cuban Telephone Company; W. L. Koch, New York Company; A. L. Richey, A. T. and T. Company; R. N. Spence, Long Lines, Atlanta; R. P. Hall, Cuban Company; J. M. Leonard, Long Lines, New York; J. D. Stephens, Long Lines, Havana; B. Trebes, Western Electric Company, Hawthorne. Kneeling is the "Cuban seal," who dived and attached ropes to the cable so it could be drawn to the surface



"In the Atlas Mountains," said one of the New York Company's posters, "there dwells an old woman who invokes the genie of the winds that she may hold converse with her sons, hundreds of miles away."

Spreading the Gospel

How an Associated Company Puts Emphasis on the Value of Long Distance

EMINDING people to use the telephone seems almost superfluous at times. In millions of homes and business places stand the familiar black instruments that call attention to themselves countless times a day. It becomes second nature, if you want to talk with some one in the next block, the next city or the next state, to lift the receiver and speak a number into the transmitter. The subscriber doesn't usually have to be told to do it.

There are, however, certain things that he does need to be told about. Long distance, for example. And such things as the best time for calling on certain kinds of calls; varieties of service other than the ones he is accustomed to use; even explanations of the ways in which the telephone industry is carried on.

Of especial interest to Long Lines people, therefore, are the window exhibits of our nearest neighbor, the New York Company, just across the street from 195 Broadway. Hundreds of national headquarters people have found occasion to stop before the associated company's Dey Street office and admire the displays which, working in with the advertisements in the local papers and with booklets, are making the people of Gotham better acquainted with our business.

The window in which the exhibit appears is arranged somewhat like a stage. One central figure—a huge desk set, for example—stands out boldly against an appropriate background which bears posters telling the story. Simplicity is achieved without apparent effort. Consequently the display is in a high degree effective. It all

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reminds you of the show windows of Fifth Avenue shops and other establishments of equally high standards.

Two samples of a series of four striking displays are shown in connection with this article. With the larger went the legend, "Workers of Miracles." "In the Atlas Mountains," reads the text, "there dwells an old Kabyle woman. Once a week she wearily climbs the loftiest crag and there invokes the genie of the winds that she may hold converse with her five sons, tending their cattle hundreds of miles away.

"For you there is no mountain peak to climb. Merely lifting the receiver summons the genie of the telephone and behold! sitting comfortably at your desk you talk with any one almost anywhere in the United States easily, naturally and at little

expense."

The smaller picture was thus explained: "Your world at your desk. Think of it! You can sit at your desk and have the voice

you wish brought to you.

"Just lift the receiver of your telephone, give your instructions, and presto! from North, South, East or West, unhampered by time, distance or physical barrier, that voice comes to you with the speed of light over the far flung wires.

"One mile or three thousand, it matters not; you speak, and your world responds. A modern miracle is long distance. Use it."

Other equally striking displays have appeared for a week at a time in each of the 21 offices of the associated company in Greater New York. One had as its central figure a huge desk set, mounted on a

pyramidal stand. It was connected by wires to cards hung on a plain background and representing upstate cities — Albany, Buffalo, Rochester, and a number of others.

Extending from each side of the back drop were smaller wings. That on the left bore the inscription, "Everywhere is at your elbow.

Selling by long distance saves time—both yours and your customers'. It makes possible a more productive day's work."

The other read: "An up-state selling trip. You can easily reach a dozen or more up-state customers directly by long distance. To get quicker sales and more sales at lower

cost—telephone."

Another angle of the advertising was to induce a greater use of the telephone on special days, such as Christmas, Easter, birthdays and other anniversaries. An exhibit illustrating this phase consisted of an ordinary desk set on a low pedestal about which were strewn carnations. On the plain background were hung a very fine picture of a sweetfaced old lady, and a placard. The latter bore in its margin a carnation, and reminded the reader, "Don't forget your best friend. Talk to her on Mothers' Day — May 14 — by long distance."

Advertising of this sort catches the eye of the passerby, holds it until he has read the brief message through, and sends him away with a new or reawakened thought. One of the most interesting pieces of copy appealed to the imagination, and at the same time set forth some interesting facts. Thus—

"Swifter than a lightning bolt. Speed. Over mountains — down valleys — across rivers—through villages and cities—faster than lightning flies your voice over the wire.

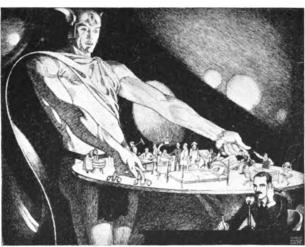
"Long distance gives the wings of light to your words. They cross the continent in one-fiftieth of a second.

"Action. When you talk over the tele-

phone, you are, in effect, sitting beside the listener. Your voice, radiating your personality, reaches him with bell - like clearness. It induces action.

"Aladdin had his lamp—you have your telephone!

"Aladdin and his wonderful lamp were the prototypes of you and your telephone. You (Cont'd, page 35)



"Your World at Your Desk," is the caption that accompanied this forceful poster

OUR THREE LEGGED LINE

S. K. Baker, Chicago Plant, Tells How the Chicago-Minneapolis Line Crosses the St. Croix River on Tripods

THE Chicago-Minneapolis line crosses the St. Croix RiveratStillwater, Minn., about 30 miles from Minneapolis. There are 15 poles in the crossing, all of which are supported by piling sunk in the river. The river bed at the point of the crossing contains a large amount of silt which in some places is 12 or 14 feet deep.

To support each pole, three 30-foot creosoted poles were inverted and driven into the river bed, leaving just enough room between them at the top to admit the pole which was fastened to the piling. Each year the river freezes

over for a depth of several feet and in the spring it has been necessary to cut the ice away from each of the pilings to prevent it from being carried away when the ice breaks up.

The crossing was built in 1910, and in spite of severe conditions in the winters and springs has stood up without repair ever since it was constructed. It became necessary this year, however, to go over and strengthen it, as an unusually severe sleet storm last spring loosened up most of the poles and broke one 70-foot pole. Some of the poles slipped down from their fastenings in such a manner that they were dangerous. They were all jacked up and 6 by 8 creosoted blocks were placed across the lower rods which bind the piling together and the pole supported on these blocks. The blocks were securely fastened to the piling and bolts driven up through them into the butt of the pole so that the pole could not slip.

An interesting feature in the reconstruction of this crossing was the addition of some anchors in the river bed. The crossing had never been guyed in the river, but it was decided to install anchors and guys on every fifth pole. Twelve inch anchors were used, the rods

first being lengthened by

welding on a rod long enough to protrude above the water and the anchors were then screwed down into the bed of the river until they were solidly embedded. No trouble was experienced in adding the anchors, and it is certain the line is very much strengthened and will probably stand for many more years unless some unforeseen difficulty arises.

One day this year, St. Louis had 51 calls to Beardstown, Ill., which was then about three-quarters under water, and completed 49. The normal business day calls to Beardstown total 8.

Top—Three 30-foot creosoled pilings were driven through the silt into the river bed to make a firm support for each pile Middle—Flat boat used as a platform from which the men worked. At left—A vista of the 15 poles crossing the river on tripods



"WHADJASAY?"

Frederick Uhl, Division Traffic Superintendent, Cleveland, Makes Some Pertinent Remarks About the Way the Operator Uses Her Voice Mr. Uhl, in addition to writing his practical suggestions about enunciation, consented to pose for a "correct position at the telephone" photograph

given by the local

operating people to

proper telephone

enunciation but we on the toll side

have been inclined

to overlook the im-

portance of this

phase of our work.

So we have before

us a splendid op-

portunity to

remedy a condition

which is not only

costly to our Com-

pany, but also to

has become indeed a symbol of Bell Telephone service. The most pleasing voice and the utmost courtesy are, however, not all that are required of a tele-

ELEPHONE

operators

everywhere

are noted for their

pleasant voices and for their unfailing

courtesy. The

voice with a smile

phone operator. It is essential that she be understood. Failure to understand her may be due to an unnecessarily high pitch in her voice, to rapid speech, or to an incorrect adjustment of her transmitter mouthpiece. Or it may be that the circuit is poor and that she has not taken special care to speak slowly and distinctly.

The difficulty experienced by other

operators or by our patrons in understanding what is said means lost operating time, lost circuit time and, in many instances, lost calls. It is probably one of the greatest leaks in our business.

Considerable attention has been

And Miss Mae B. Shelley, Cleveland, lent her pleasing profile for a "horrible example" picture. Note distance between lips and mouth piece



ourselves, because of the strain and fatigue of repeating what we say and of straining our ears to hear what is said to us.

Names are often hard to pronounce and, since there is no relation between them and the rest of the conversation, they are more readily misunderstood and require more careful telephone enunciation. Calls are often lost because the person answering

the called telephone misunderstands the name given by the operator and reports the called party unknown or because he does not wish to be bothered, if he has difficulty in understanding; consequently he gives an evasive answer.

Numbers also are particularly difficult to understand as some of them sound alike. When numbers in a series are spoken too quickly they may be heard incorrectly, with a resultant loss of time and possible loss of the call.

I suppose that some will say "Oh, I've heard that before. I know it's true, but I can't seem to remember to speak slowly and distinctly."

In the stress of a busy period the necessity of working rapidly and thinking fast leads naturally to rapid speech. I can only suggest that until the habit of proper enunciation is acquired it seems best, under such circumstances, to pause a moment in the work and try to overcome this tendency to speed up the voice as well.

It is natural for an operator who has been asked to repeat something, or who has difficulty herself in hearing, to raise her voice considerably with the idea that she will be heard better. This is usually the biggest mistake she can make. She disturbs not only her neighbors, but is often not heard as well as before. If, instead of raising her voice, she were to talk more slowly and directly into the mouthpiece,

pausing a little between words and bringing out each syllable distinctly, she would obtain better results with much less effort.

If we are to obtain the results which we so earnestly desire we must cultivate the habit of proper telephone enunciation. In a number of offices drills have been developed and small groups of operators are brought into class rooms. There they repeat singly and in unison names, numbers and phrases in a manner which has been found to be best.

While progress has been slow, at least the movement has been started, and I am sure that the spirit of the operating forces will see it through to success. In one office an experiment is being made of reproducing for each operator her voice as it would be heard at the other end of the circuit with the idea that she will better appreciate the necessity for improvement.

As Bobby Burns might have expressed this idea:

O, wad some Power the Giftie gie us To hear oursels as ithers hear us.

We Must Give Good Service

"T HE policy of the system is very simple. The fact that we are the servant of the public is fundamental. We must satisfy and please our master. All of our efforts must be directed toward what will produce that result. We must give good service.

... We believe that the public wants the best service that we can give, that it is satisfied to pay a fair price for good service and does not want, in the settled communities, anything less than a dependable service at any price."

"There is no organization for giving telephone service elsewhere which very closely resembles the one I have been describing. It is a purely American institution. . . . There is a development of one telephone to every eight persons in this country so distributed and inter-connected that a telephone is practically within reach of every human habitation or place of business in the country for communication with any other, every hour of every day and night. Nowhere else does such a condition exist."

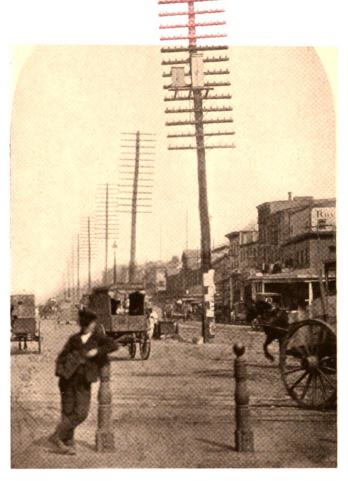
"The difficulties of telephone service increase in more than direct ratio with the development. There is no public which exacts as high a standard of service as the American public. I believe that my statement will be unquestioned, that the difficulties in the way of giving a satisfactory telephone service are . . . greater by far in this country than anywhere else. Yet I am confident that nowhere else is the public so near to satisfaction with its telephone as here."

From the address of President H. B. Thayer, A. T. and T. Company, at the thirty-fourth annual convention of the National Association of Railway and Utilities Commissioners, Detroit, Nov. 15, 1922

90-FOOT POLE DAYS

A. S. Campbell, Gen'l Supervisor of Lines, Draws a Vivid Picture of the Old Time Lineman and Climber Whose Spurs and Daring Were His Credentials to a Job

First pole of the old "West Street" line, at the foot of Cortlandt Street, New York. It carried the New York-Boston Main and Central lines, the New York-Buffalo and a part of the New York-Boston Shore lines. The "West Street" line was taken down in 1901.



NUMBER of friends have asked me to write something about old time linemen and climbers, who are fast disappearing and before many years will be only a memory. I will go back to 1879 when I began my career, which is typical of them all, and follow it to 1885. This will cover the construction of the American Union Telegraph Company, the Mutual Union and Postal Telegraph Companies, and the heavy construction of all the telephone companies' pole and house top construction. It will show the problems we had to deal with, the way we lived, some of the hardships we were up against, and other factors that brought out what there was in the men, and so helped them attain the prominence in after years that many of them reached.

All were young men, generally from the country, and were a hardy, robust and self reliant lot. They had encountered hard knocks before entering the business, as well as afterward. This helped them a great deal, as the business was practically new, and offered great opportunities for advancement to young men with initiative. Many went ahead rapidly. In fact, many devices in use today are the result of their ingenuity and experience, and countless specifications have been written, founded on their suggestions.

One of these young men 30 years ago worked out and had a model made of a hole digger which actually dug a hole and set the pole. But he was ahead of his time. The gasoline engine had not been invented, and the steam engine could not be applied

to his machine commercially.

Space will not permit enumerating the many labor saving devices they produced, which are now in use all over this country. Even in foreign electrical publications I have seen pictures of inventions gotten up by a humble foreman. Only recently I came across a picture of an improved derrick, which was said to have originated in the West. In reality, however, it was taken from a photograph of a derrick

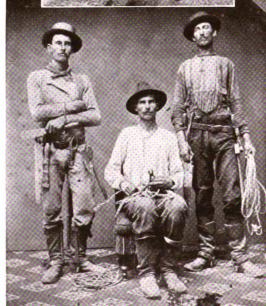
aclimberhadworked out seven years before.

My story begins in a small town in eastern Maine, through which passed the first long line that was ever built. It was a telegraph line, connecting with the first Atlantic cable, which was laid between Halifax, N. S., and England, and had been constructed in the early During my boyhood days there, there were stationed in that town a lineman and a division superintendent of construction by the name of N. Y. Brad-These two ford. men, and the stage driver, were my first

heroes. They appeared to be the most prosperous men around, and were the envy of all us youngsters. They boarded at the hotel and had the privilege of sitting on the piazza when the old four horse stage coach drove up every morning after a 65 mile night drive from Bangor.

Bradford came from Cape Breton Island, N. S., and was connected with the construction of the original cable line. That will explain why there were so many Nova Scotians in the business afterward. Nearly





At left, the author in 1879. Seated, Rev. George Mitchell, a famous evangelist. Next, Winslow Stevens, afterward successful in business. Above—A. S. Campbell (right) and W. D. Robinson, who was an able lawyer

all were of Scotch descent and physical giants. My first gang of 17 men were all larger than myself and I was over five feet ten in height.

Bradford was finally recalled to New York and joined the forces of the American Union Telegraph Company, where he was assigned to a line being built between Albany and New York. He wired for six axemen to come to New York, and I was one of them.

Our wages, he stated, would be \$17 per month and found, and the first four days I worked was at that rate. On the following month, when I signed my name on the payroll opposite the title of "climber," at \$35 a month, it was the happiest moment of my life. The great ambition of all was to become a climber, as every avenue for promotion seemed before us then, even to becoming president of the com-It ranked with the title of engineer of the present day.

They realized their importance, too, the climbers did. The late John G. Moore, president

of the old Mutual Telegraph Company, told me an old lineman with his spurs slung over his shoulder once came to his office with a grievance. In the course of the discussion he told Mr. Moore that he was a hell of a president, and he would bet all he had that Mr. Moore had never climbed a pole.

Spurs were the climber's badge of office. When a man lost his job and was looking for another he always hung his spurs around his neck. They were his credentials.

We arrived in New York. As I had the

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only starched shirt, I was fixed up, my boots blacked, and I was assigned to getting a hack and taking the luggage to the offices of the company and introducing myself and my companions. There was not much money among us, so the others walked.

Bradford met us and sent us to Mrs. Gee's boarding house, on the corner of 33rd Street and 7th Avenue. Here we met Professor McClenlan and his wife, who boarded there. The professor was a prize fighter and had just returned from San Francisco after his famous fight with Mike Donovan. Much to our surprise he impressed us as the finest kind of a gentleman.

We stayed there a few days while we changed a number of poles in Kingsbridge and set some others, which completed the pole line into the city. I dug my first, last and only hole those few days. My sincere sympathy has ever since gone out to the

digger.

Next, we were taken to Tarrytown, where we left the train and went by bus somewhere back of Sing Sing. The poles had been set just outside the right of way of the Putnam County Railroad, now a part of the New York Central system. The road had just been graded. No rails or bridges had been built, and the course crossed the Sawmill River every hundred yards, seemingly. We had to wade it each time, of course, but being lumbermen we

didn't much mind a little detail like that.

Four of us were assigned to chopping out the right of way. As I was the youngest, as well as the smallest, I was assigned to trimming the standing trees, and was given a pair of spurs. These I hid every night for fear some one would steal them and get my job away from me.

When we got to Croton Lake I had made sufficient progress to be promoted to a real job, which was "whaling on" cross arms from that place to 145 Broadway. We followed the railroad to Kingsbridge, thence to McCombs Dam Bridge—wooden, in those days; now known as the 155th Street

bridge.

From there we followed the general route of the 9th Avenue elevated line, which was just being constructed, to Broadway and 66th Street, Broadway to Circle (59th Street) and 7th Avenue, Greenwich Avenue, Green, Bleecker, Mulberry Streets, Five Points, Chambers, North William, William, Liberty to 145 Broadway, the main office.

I was then in the Four Hundred class, and things began bubbling at once. I could even pat old Bobby Brown on the back—a fine old gentleman, who seemed to have charge of all the heavy pole construction and house top construction for the Metropolitan Telephone Company (now the New York Company). He was



Some of the men who put through the Saratoga-Montreal line. Foreman John McLoughlin, whose gang it was, is fourth from the left. Some of our readers will recognize John McDonald and George Hotchkiss

very popular with his men, who were of all nationalities, Irish predominating—a fine crowd. He had the reputation of never sacking a man for being drunk; hence his popularity. Many of his men boarded at Peter Weiss's, 200 Greenwich Street, a sort of a headquarters for that crowd.

Ours was the telegraph bunch, made up of Nova Scotians and Easterners. There was great rivalry between us for rights of way, and house top space. Encounters were numerous and wires were frequently cut. We would work all night to set one pole to block the street and shut the other crowd out. Feeling ran high. Police were often called in and we didn't mix well, any way you looked at it.

About this time I was promoted to rigger. This meant climbing a 45 foot derrick pole, set on the sidewalk and steadied by a crowd of drunks, many times, especially on Monday mornings. The rigger took charge after the derrick was up, and woe be to any man that he thought was careless, when he came down! As I look back, with our present day safety first problem

before me, I am appalled at the risks we took. And still I don't remember any serious accidents.

Our rigging was selected by the foreman and there was nothing to guide him but his own judgment. We never knew what a rope would bear, or what a 90 foot pole weighed.

And I want to tell you we were all on our guard.

"Be alert" was our motto. "Don't fall on your head. Don't you know as much as a cat? Keep on your feet. You can't catch a fox napping. Try and be as wise as the animals, at least."

Safety devices were tabooed. No man refused to go where he was sent. I would like to have seen a man get a job with one of our safety belts hung to him! All of which, of course, is cited merely as a true picture of the past; such disregard of personal safety could never be permitted as things are today.

Our disputes with the telephone crowd led to contests. I was matched against old Bill King in whaling on cross arms, six on a pole, on Greenwich Street. At the fourth pole I was one pole ahead and was declared a winner. Youth had won.

We all retired to Myers' saloon to pay bets and talk it over. Things started shortly. Bill and I got out and went home. That night I met our crowd, and found that the worst that had happened was a few black eyes, scratched faces and torn clothes.

I was then in the inner circle and was advanced and paid \$65 a month, but had to board myself. With the promotion went the privilege of working Sundays and many nights; no time and a half, either, just straight time.

Our crowd sent out a scout to hunt board. He found it at Kessel's Hotel, 475 Pearl Street. We paid \$3.50 a week for board and room. On holidays if we didn't

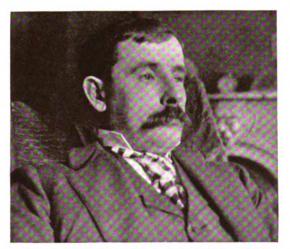
work, which was seldom, we got a feast at the Boss Tweed Restaurant, around the corner on Chatham Street, where roast beef was eight cents, coffee two, and as good as at the present day slide-along places, too.

We enjoyed ourselves, being n e a r t h e Bowery; and don't forget, it w a s s o m e Bowery then! I recall the pro-

prietor of our hotel, Hermann Kessel, was married while we were there, and we were all invited to the banquet.

About this time I was promoted to help equip offices. My first job was the office on the north side of the New York Post Office. We built a small compartment there, which still stands. We got the wires to the house top fixture on the roof. Then

(Continued on page 46)



The author of this article as he looked about 1889



Byron E. Thady, Night Switchboard Man, of the Mountain States Company, is awarded the gold medal and cash prize of \$500

Mr. Thady risked his life in the Pueblo flood to save communication, aid and cheer operators and preserve valuable records

O the Trustees, Theodore N. Vail Memorial Fund: The fine spirit which prevails among the men and women of the Bell System has again been evidenced by the reports which the Committee of Award has had before it. Again it is clearly seen that loyalty and devotion to public service and disregard of self are the rule rather than the exception.

The Theodore N. Vail medals are intended to give special recognition to some of the outstanding acts which reveal the spirit and typify the performance of Bell System employees in the service of the

public.

In the award of gold and silver medals, the Committee has, with the greatest difficulty, selected from many worthy acts a few which from every point of view are conspicuous instances of this universal spirit, and has given consideration only to acts in the line of duty.

The many acts of heroism and self-

WINNERS

National Committee of Award, Theodore N. Vail Medals, 1921, Names Six Women and Four Men in Annual Report



Lillian E. Barry, a Southwestern Company supervisor, received a silver medal and \$250. By her handling of an emergency call she saved the lives of two babies

sacrifice on the part of telephone people while not engaged in telephone service, and for this reason not given special awards by this Committee, nevertheless are in-spiring proof that the loyalty and devotion to the public which was Mr. Vail's ideal, find expression in the daily life as well as in the work of the System's employees. The awards are as follows:

A gold medal, with a cash award of \$500, to Byron Ernest Thady, Night Switchboard Man, The Mountain States Tel. & Tel. Co., Pueblo, Colorado.

Citation

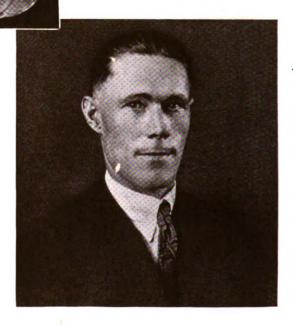
FOR courage, loyalty and devotion in the face of menacing danger. On the night of June 3, 1921, when the flood which caused unprecedented loss of life and property in the City of Pueblo began to pour into the telephone building, he remained at the testboard, working in the rising water to maintain communication until all the lines went out; when the lights in the building failed he ingeniously improvised lamps; and although chilled by repeated exposure to the water, disregarding per-

THEY WON SI

To Otis Payne, Lineman, Indiana Company, Washington, Ind., for rescuing a fellow employee rendered unconscious by high tension current, went a silver medal with \$250



Verda Ray Townley, Manager, Southwestern Company, Freeport, Texas for giving warning of a hurricane and maintaining telephone service





Anna R. Murphy, Chief Operator, Bell Company of Pennsylvania, Carbondale, for directing and assisting in fighting a fire and handling telephone traffic meanwhile



At left— Weaks, I erator-in Bell of vania, Ha for advisi crew of bridge, an venting

At right— Veno, R Wiscons pany, A Wis., for toll circu caused by badly burn and shoe flat

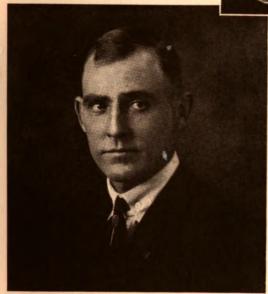
LVER MEDALS

Robert W. Taylor, Foreman, Cumberland Co., Winona, Miss., for traveling almost impassable roads to work on repairing a toll line break across a swollen and dangerous river





Mrs. Josephine D. Pryor, Chief Operator, Mountain States Company, Pueblo, Colo., for spreading an alarm of the flood to people who were in its path



Keziah E. Night Op--Charge, Pennsylsboro, Pa., 12 a train b burning id so prela wreck

Alphonse
Repairman,
sin ComIshland,
clearing
sit breaks
forest fires,
sing clothes
sin the
smes





Etta Willcox, Night Operator, Northwestern Bell, Williams, Ia., for driving through the night for help, after bank robbers had cut all wire communications into the town

sonal hazard, he saved records indispensable to the prompt restoration of service and labored throughout the night for the comfort and encouragement of the operators who were cut off from escape by the raging flood.

A silver medal, with a cash award of \$250, to Lillian Elizabeth Barry, Supervisor, Southwestern Bell Telephone Co., St. Joseph, Missouri.

Citation

FOR prompt and intelligent service in saving human life.

Her resourcefulness and exceptional judgment in handling an emergency call on April 14, 1921 at St. Joseph, Missouri, resulted in the saving of the lives of two babies who had been overcome by gas.

A silver medal, with a cash award of \$250, to Anna Regina Murphy, Chief Operator, The Bell Tel. Co. of Pennsylvania, Carbondale, Pennsylvania.

Citation

FOR courage, intelligent initiative and prompt

action in emergency.

On January 20, 1921, while on a train about to leave Honesdale, Pennsylvania, she saw flames coming from the store under the Central Office; she left the moving train, notified district head-quarters by telegram and then, despite warnings, entered the burning building and directed and assisted the operating force in fighting the fire and handling the telephone traffic until the smoke and fumes made it necessary to leave the building.

A silver medal, with a cash award of \$250, to Otis Payne, Lineman, Indiana Bell Telephone Company, Washington, Indiana.

Citation

FOR prompt and intelligent effort in saving the

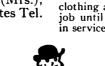
life of a fellow employee. On December 24, 1921, at Washington, Indiana, seeing a fellow employee at work on a pole a few feet away rendered unconscious by coming in contact with a wire carrying a high tension electric current, he climbed the pole and at great personal risk broke this contact and under most difficult conditions held his associate free from contact until assistance came.

A silver medal, with a cash award of \$250, to Josephine D. Pryor (Mrs.), Chief Operator, The Mountain States Tel. & Tel. Co., Pueblo, Colorado.

Citation

FOR courage, devotion to duty and resourcefulness in time of danger.

On the night of June 3, 1921, she was at home when the warning sounded announcing the approach of the flood



which caused unprecedented loss of life and property in the City of Pueblo; she hastened to the Central Office where she directed the notifying of imperiled people in the lower sections of the city and in the towns down the valley and, with death and destruction everywhere, by her fearlessness inspired the operators with a spirit of strength and confidence during the long hours of the night.

A silver medal, with a cash award of \$250, to Robert W. Taylor, Foreman, Cumberland Telephone & Telegraph Co., Winona, Mississippi.

Citation

FOR initiative and extraordinary devotion to duty under hazardous and exhausting conditions.

During a severe storm, April 14, 1921, he, in company with two linemen. left Winona, Mississippi, about 7:00 p. m. over almost impassable roads, to repair a toll line break across a swollen and dangerous river. Arriving at the break about daybreak and finding the river rising rapidly and with a severe electrical an 1 rain storm in progress, he exercised unusual leauership, resourcefulness

and determination in making the repairs.

A silver medal, with a cash award of \$250, to Verda Ray Townley, Manager, South-western Bell Telephone Co., Freeport, Texas.

Citation

FOR unfailing courage and devotion to the public

On June 22, 1921, when a large proportion of the inhabitants of Freeport, Texas, had fled upon receiving warning of the approach of a tropical hurri-

cane, she remained alone on duty at the switchboard though repeatedly urged to consider her own safety, maintaining telephone service in the emergency.

A silver medal, with a cash award of \$250, to Alphonse Veno, Repairman, Wisconsin Telephone Company, Ashland, Wisconsin.

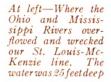
Citation

FOR initiative and extraordinary service under hazardous conditions.

On the evening of May 20, 1921, learning of trouble on important toll circuits due to forest fires he on his own initiative started by automobile from Ashland, Wisconsin, to locate and clear it. Early in the morning he abandoned his car and walked through heavy timber and in dense clouds of smoke, making tests as he proceeded. He located the break and though suffering from exposure, clothing and shoes badly burned, continued on the job until at 8:30 a. m. he had the circuits again in service.

> A silver medal, with a cash award of \$250, to Keziah Elizabeth Weaks, Night Operator-in-(Continued on page 42)





A Tale of Two Floods

During the early part of 1913, floods caused great damage throughout the Ohio and Mississippi valleys. Where our St. Louis-McKenzie line runs along the Ohio River in Kentucky across from Cairo, Ill., the Ohio cut across country, bringing down trees, logs and other debris. Men patrolled the line in motor boats trying to keep the drift away

from the line. In spite of all our efforts drift would accumulate around the poles so that they would be pulled over.

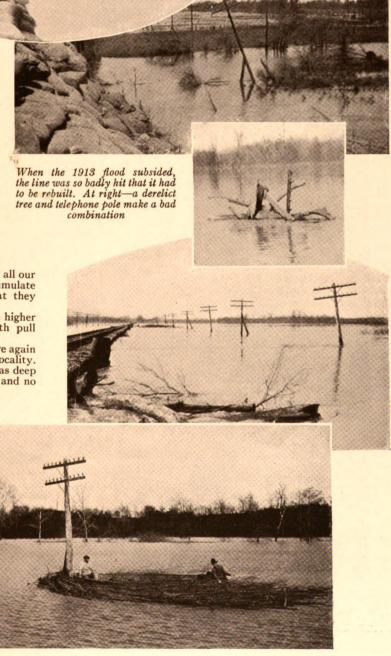
The line was rebuilt with higher poles and reinforced with pull

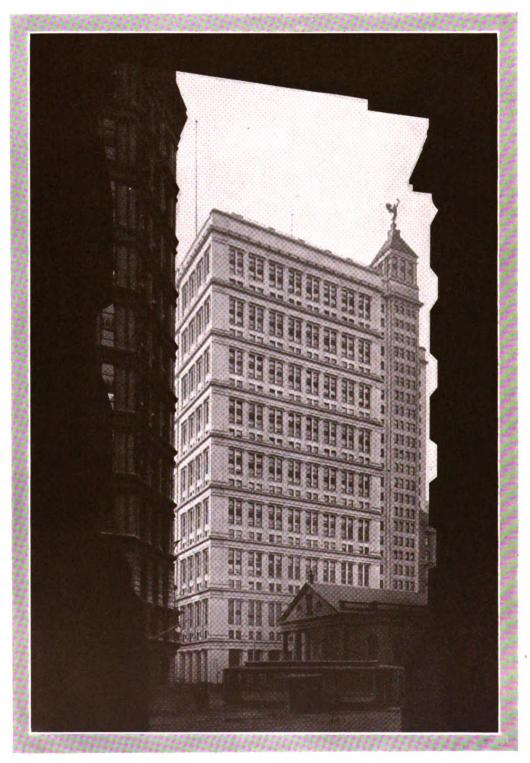
and push pole braces.

This year great floods were again

This year great floods were again experienced in the same locality. Although the water was as deep as in 1913, our line held and no trouble was experienced.

Upper right—The line was reconstructed so as to withstand such emergencies. Just for contrast, this is how the same line looked after this year's flow. It was hardly damaged at all, although flood conditions were as bad as before. At right — Section Line man Tom Jordan and helper clearing drift in a motor boat





The new part of the Bell System's enlarged headquarters, from a niche in the Post Office building

STILL GROWING

Newly Completed Addition to the Bell System's New York Home an Impressive Symbol of Public Service

EVERAL years ago, when it became apparent that the increasing activities of the headquarters organization of the A. T. and T. Company would soon outgrow 195 Broadway, New York, steps were taken to enlarge the structure by extending its frontage through the entire block between Fulton and Dey Streets. This work has now been finished and the result is a modern office building 26 stories high, covering a ground space of 36,000 square feet. It was opened to the public on November 1.

The Greek style of architecture employed in the older building has been followed in the structure as now completed, Doric columns being utilized in the lobby and on the first floor exterior, the exterior columns on the other floors being Ionic. The result is a building impressive in its simplicity and symbolical of the enduring strength of the great public utility organization of which it is the physical center.

The new headquarters symbolizes the Bell System in another and far more important sense. Not even the most casual of inspections could convey the impression that utility has anywhere been sacrificed to artistic effect. Down to its least important details, it has been designed to meet the needs of the thousands of men and women who are here employed in translating into definite, concrete accomplishments the Bell System "Spirit of Service."

Thirty local and express elevators carry these men and women to and from their offices, while the enlarged lobby affords a means of ingress and egress which prevents congestion even during the hours when the crowds are thickest. The mechanical skill employed in planning and installing these elevators and the efficiency with which they are operated are typical of the entire building. Throughout the 26 floors every effort has been made to promote comfort and convenience, with the result that from the standpoint of efficiency as well as from that of architectural beauty, the new headquarters is unique in its approach to perfection.

Particularly on the more recently constructed side of the building, which faces on Fulton Street and historic St. Paul's Church, the natural lighting facilities are ideal. Arrangements for artificial lighting, heating and ventilation have been worked out with rare skill. Three floors below the street level extend sub-basements in which the engines and dynamos that serve the structure are housed and a visit to this part of the building alone proves well worth while.

Besides the headquarters organization of the American Company and certain departments of the Western Electric, the building is occupied by the executive offices of the Western Union Company. Its present occupants number about 4,400, but provision is made for a maximum capacity of 6,000, which will care for the expansion of the telephone organization for some time to come.

The new building is more than a working place for the headquarters organization of the Bell System. As truly as it is the home of the American Company, it is also the home of its associated companies. Special provision has been made for the comfort and convenience of Bell men and women when visiting New York.

On the thirteenth floor a room has been set apart for visiting women members of the Bell family. Here they will find a quiet, homelike rest room, with library and writing facilities at their disposal. What is perhaps more important, from the standpoint of the visitor, here Miss M. T. Reuse and her assistants will extend a hearty welcome and make arrangements for visits to points of particular interest from the telephone standpoint, including the larger downtown exchanges, the long distance equipment at 24 Walker Street, and the great Bell System laboratories and museum at 463 West Street. If desired, guides will be provided to assist the visitor.

Through the co-operation of the General Service Bureau, information and assistance in regard to transportation, hotels, restaurants, theaters and other places of amusement may also be obtained at the visitors' room.

Although this feature has been in full operation less than a year, women visitors from all parts of the System have already made extensive use of it and have expressed themselves as delighted with the cordial reception accorded to them.

Arrangements have been made to make available for men visitors the same assistance in planning trips to points of interest to telephone people, and similar service with regard to hotels, transportation, etc.

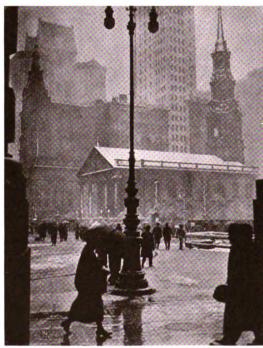
It is hoped that the 250,000 members of the Bell family will consider the building a real home, when in New York, and will not fail to take advantage of the oppor-

tunities it affords for knitting still more closely the ties which have already been established between them by a common aim and purpose.

Arizona Tragedy

From our youth we have always imagined the West as a land where romance and death walked hand in hand, where the women were fair and the men were, to use the modern patois, "tough guys." And now here we are in the West, and one of the local belles confirms our belief by reciting to us her most







The Doric columns are exact copies of those in the Parthenon, the most perfect building ever built. Above, a remarkable snapshot by E. J. Wehrley, New York, showing "our corner" some years ago. Top, a glimpse of the rest room for visiting Bell women

desperate affair, which makes our blood curdle even as we repeat it.

Hassayampa Bill was his name, and he was in love with her. Very much so. It was a hopeless case. So when she went camping with some of her girl friends up in the mountains, Hassayampa followed, bearing a ruby ring (one of his mother's) which he wished her to wear as an engagement ring.

"Will you marry me?" he quavered, as he dug his spur viciously into the hard soil.

"No, Hassie, I cannot marry you," she replied. Where-upon Hassayampa, who was ordinarily a strictly sober fellow, never having tasted likker or tobacco in his whole life, pulled an immense black cigar from his pocket and

smoked it right down.
Grrr! Woof! Bang!
Woman faints! Curtain.
(Eugene O'Neill please
note.)—From an anonymous contrib, to whom we
wish to send a hearty

'Tention, Sherlock!

"thank you."

Patron in Alva, Okla., placed a call to Grand Rapids, Neb., for a man who had been living there in 1909 when last heard from. Operator traced him to Lawrence, Neb., where he had moved several years ago, then to Glenwood, Ia., to which city he moved in 1916. She located him there.

An Arrested Rescue

THE St. Louis District Traffic girls have the privilege of using a cozy little house in the woods for week end parties. Exercising our privilege we dashed out last Saturday and enjoyed the usual hikes, eats and fun.

About nine o'clock Julia draped herself on a couch by a window. She glanced at said window to meet two pairs of male eyes. Blood curdling shrieks! The gang got armed to the teeth with mops and butcher knives and paraded to a nearby

house to telephone for help.

The "help" got so excited over the girls' fright that he dashed madly to the rescue and was arrested for speeding. That being over, he finally arrived with a revolver to use on the first person that even sounded strange. But there was nobody in sight, so after his departure everyone decided to go to bed—not in separate ones, though!

A True Yankee Deal

On October 18 at 8:30 a. m. I was ordered to pole 1318, Norwalk-Pittsfield, to clear number 9, open and crossed with 29. Me and the flivver started at 8:30 a. m. At 9:45 a. m. I cleared the trouble at pole 1321.

On approaching the line I observed what

I thought was, and what afterward proved to be, a bird's head hanging from wire 29. On investigation I found the bird's body on the ground. I concluded that the

bird had flown into the line with force enough to break wire number 9, at the same time severing its head from its body.

It was a partridge and a nice plump one. On returning home I met a neighbor and started to relate my experience to him and showed him the bird. He appeared to be very much interested, but more so in the

bird than my story.

At the end, he said, "Joe, you have a large family." And I replied, "Only nine." He said, "Don't you think the bird would make me and my wife a better dinner than it would your nine? I will give you two bushel of Baldwin apples for it." So we traded.—J. H. K., Kent, Conn.

Telephone Society Tennis Ends

Securing second in the five team, main section tournament of the Telephone Society, New York, was the achievement of the A. T. and T. Company tennis team for the season of 1922. Western Electric's number 2 team took first place in the final standing, with 15 matches won and 5 lost. The A. T. and T. aggregation followed, dropping 7 matches out of 20. New York Company men split on a 10–10 basis. Western Electric number 1 team (in name only) won 8 and lost 12. Holmes Electric Company could only check in 4 matches out of their 20 contests of the season.

Wellwisher: "Did you read of that tornado disaster? Sad, wasn't it?" Efficiency expert: "Very sad. Think of all the energy wasted!"—Ex.





Amelia Belek gathered persimmons, but may be she was practicing an escape. At left—No wonder the enemy fled

Association Ac- and Fes-tivities

"Eventually, Why Not Now?"

HEAT raising and flour making are the greatest industries of the Northwest, and Minneapolis, situated as it is on both banks of the Mississippi River, is its greatest milling center. The Washburn Crosby Company, makers of Gold Medal flour, have for years been the largest flour manufacturers in the world and they daily produce 50,000 barrels of flour, consuming 150,000 bushels of wheat. More than 15,000,000 loaves of bread can be made daily from the product of these mills.

When District Board 43 met at Minneapolis, District Traffic Superintendent Dickinson arranged a trip through one of these mills. First we visited the offices in the Chamber of Commerce building, where they occupy two floors in one of the largest grain exchanges in the world.

Their printer telegraph service, recently installed by the Long Lines Department, proved very interesting. The Washburn Crosby Company printer connects directly with Chicago and in the Chicago office there are similar machines connecting with New York, Buffalo and Kansas City.

We visited their laboratory where various chemical tests are made. Some of the

tests made are so accurate that the finest jeweler's scales are used.

Next to the laboratory is a bakery equipped with a large electric oven, electric mixing machines and an automatic machine to roll the dough into loaves. Here the experimental baker bakes loaves of bread. using the same quantity of flour in each loaf, but using flour ground from wheat from different parts of the country in each loaf. He then tests each loaf for weight and texture, in order to check constantly the output of the mills to see that they are milling flour which meets the standard set for Gold Medal flour.

Before leaving the offices we were presented with souvenir playing cards, cook books and miniature sacks of flour. Mr. Davis, secretary of the company, arranged to have guides pilot us through the mills.

After reaching the mills we divested ourselves of our coats and hats and enveloped ourselves in long dust coats and mill caps. Our trip began at the top floor, where the wheat is received and weighed. From then on the wheat falls through a chute by gravity from floor to floor and goes through processes removing all foreign seeds and washing and drying it. The kernel is separated from the outside coat, which is the bran. Finally it reaches the ground floor as "middlings." The bran has then been entirely separated.

The middlings pass through further grinding, and then through sifting and bolting, first through coarse wire sieves, then finer ones, then through silk sieves. When it has gone through the finest of silk sieves it comes out smooth and fine as Gold Medal flour. A great deal of dust collects during these processes and as it is very

explosive it is necessary to have dust collectors.

Girls are employed to operate the packing machines. Very speedy they are, too, packing and tying the bags about 40 a minute.

After we had thoroughly inspected the construction and equipment of this enormous plant before making our departure, we were presented with neat white dust caps. Mr. Dickinson was not forgotten.



District Board 43, and one of the big Washburn Crosby mills they inspected while in Minneapolis for their meeting a short time ago



Toy Mouse Routs Spirits

HOSTS, witches, goblins and all the spooky things imaginable seemed to be floating in the air the other night when Milwaukee Traffic Branch 85 reveled in a Hallowe'en party. The old witch must have whispered an invitation to Plant Branch 134, for its members came forth all camouflaged for the occasion with burnt cork and misplaced rouge. So many grotesque moustaches, goatees and red noses were in evidence that some one started to page Mr. Volstead. We doubt, however, if that gentleman could have helped much, for the boys were soon lost in the crowd, tripping to bits of syncopation.

Whether it was the wonderful harmony of the jazz orchestra (canned) or the spooks in the atmosphere, no one knows, but everybody wanted to dance and encore and dance some more amidst the decorations of yellow and black. Lots of games had been planned but the time fox trotted by until the signal came for the eats.

It was then that the spookiest thing happened: one of the Plant boys released a toy mouse which started a chase (in a very realistic manner) all over the floor. Consternation! In a flash Mr. Bell leaped out from the sidelines and landed on the little stranger with both feet. Cheers! Hero! until he moved off the mouse and lo! instead of a grease spot, a hunka tin—now enroute to Detroit.

Gayly grinning pumpkins welcomed the revelers at the table, which was attractively

decorated and crowded with good things to eat. And cider—our memory becomes hazy—a jazz orchestra like the Music Box kept wailing on; the old witch sailing in on the broom; more dances; good night!

Detroit Dons Costumes

F course, there aren't many who missed our Hallowe'en party at Detroit, but for the benefit of those who did—well, we had one glorious time, even before each finally discovered who the other was.

The costumes were many and varied, including a Quakeress, a Jew, and an old maid gallantly escorted by an old-fashioned doctor, who, by the way, won first prize. The second prize was won by the Pierrette girl. The other prizes went to the old maid and the farmer girl.

After the first excitement of the party died down, we went through another one when we learned that Miss Benson, our chief operator, had left for the office in Buffalo. We hope she will not be gone long.

Mr. Orth, our assistant traffic chief, has been transferred to the Michigan State Company for a few months, while Mr. Holt, from Memphis, Tenn., is taking his place.

As one of our subscribers said the other day, "I wasn't cut off. I just hushed up for a while." So Detroit says to *Long Lines*. We're hushing up now.—H. T.



Out in Denver the duck season opened with a bang—several bangs, in fact. Long Lines hunters in this party are, second from the left, S. McDougall; fourth, W. N. Hopkins; fifth, H. J. Carper; eighth, H. La Chapelle

Denverites Shoot Ducks

ALL for an item from Denver? Here you are.

"Get your guns, boys, climb in the cars and come along." Such were the greetings from hunters and near hunters to each other the day before the duck season opened. The fever took a good grip and away they went for their fun.

Several Long Lines men, accompanied by other members of the club, left Denver in their flivvers and other cars in order to be on hand early on the morning of the big day. The lake at Gilchrest, some few miles

from Denver, was reported to be capable of furnishing its visitors all the sport they desired.

Reports made by the boys upon their return were of course entertaining, and showed that every one got more than his share—of ducks. However, no duckings were admitted and the number of misses was not mentioned.

All reports were taken with a grain of salt, so to speak, when those left behind viewed the pictures of the event. It must be admitted that Mr. Hopkins is some shot in order to hit the animal or whatever it is that is being held over his head by his friend in the picture accompanying this story.

It is conceded that the rest of the party at least had a few good meals. They all came back and promised themselves many more good times—J. H. D.

World Blanks Operators

The athletic committee of the Philadelphia Traffic girls was fortunate in finding a basketball floor within four blocks of the office, which the girls use every Wednesday evening. To date 26 girls have reported for the team: the Misses Borton, Hamilton, Quinn, Forrester, Blessing, Sloan, Barrett, Wiegner, Mulhern, Fryling, Wolston, McCafferty, Walsh, Horne, Ryan, D. Watkins, H. Watkins, H. I. Watkins, Griffith, R. Mount, Clark, Mohr, Olver, Maxwell, Keenan and Jones.

On Wednesday, November 8, the old battle of the Operators versus the World was renewed on the basketball floor, the World having won in baseball and the Operators in swimming. The final score was 9–0 in favor of the World sextette, after a bitterly fought game. The excellent defensive play of Misses Quinn and Blessing kept the Operators from getting a single clear shot at the basket without making a foul themselves. Miss Forrester's shooting and the all-around playing of Miss Wolston for the Operators were the features.

World		Operators
Borton	Forward	Griffith
Forrester	Forward	(Keenan) McCafferty
Hamilton	Center	Fryling
Sloan	Side Center	(Mount) D. Watkins
Quinn (Borton)	Guard	Wolston
Blessing	Guard	(Olver, Clark, Ryan)
		Mohr

Field Goals—Forrester 3. Foul Goals—Forrester 3. Referee—E. Cope, jr. Time of Halves—12 min.

An Auspicious Start

Saturday afternoon, November 18, the A. T. and T. Company chess team, in their first match of the season, played seven boards with the Western Union Company chess club and came off with the honors, 5 to 2. This augurs well for the season.

DECEMBER, 1922 ONG INES

A Volcano on Wheels

AT 8:30 one morning lately, a total line failure of the Maumee-Detroit line occurred. Tests at Maumee showed the trouble to be about six miles north of Maumee on the Byrne road.

Section Lineman T. G. Morris of Maumee was despatched to the scene of the trouble and on arriving there, found that a large truck carrying a tank containing 1,100 gallons of gasoline and a quantity of oil had exploded, and the fire following the explosion had burned down wires number 1 to 40, between poles 255 and 256 of the Maumee-Detroit line and also had set fire to the four cross arms of pole 243 on the Maumee-Toledo line.

The Maumee-Detroit and Maumee-Toledo lines parallel each other at this point, the former on the right and the latter on the left side of the road, each carrying 40 wires.

There were three distinct explosions, and when Lineman Morris arrived flames were shooting from the manhole of the oil tank to a height of 20 feet.

Lineman Morris took in the situation at a glance. His first thought was to save a total line failure of the Maumee-Toledo line. The four cross arms of the pole mentioned above were burning fiercely. Armed with a fire extinguisher, which he carried

in his truck, and in the face of the intense heat of the burning oil, he ascended the pole and succeeded in extinguishing the flames on each arm, thus averting a total failure of that line.

Tom states that he had been in many hot places during his long career as a lineman but his position while extinguishing the flames on those four cross arms was the hottest he ever experienced.

In the accompanying photograph are shown pictures of the wrecked truck and Section Linemen Morris and Presgrave. The tree shown is a large apple tree near the Maumee-Toledo line. While the photo does not show it, the apples on the line side of the tree were literally baked, while those on the other side were as green as

green apples could be and just as hard.

The driver of the wrecked truck escaped unhart by jumping and running a safe distance when the engine backfired and caused the explosion.

Later, Section Linemen Bassitt, Coffey and Presgrave and their helpers arrived and assisted in making the necessary repairs.—G. L. W., Maumee.

Spreading the Gospel

(Continued from page 15)

remember the story. Aladdin had but to rub his lamp, and lo! the genie set him down instantly wherever he wished to be.

"The modern genie of the telephone, at command, carries your voice practically anywhere in the United States. He never sleeps; he never tires. He is always at your elbow, ready and eager to help you conserve your time, make more money, and live a fuller life."

So well has the plan worked out that it has been expanded so that it will include all the New York Company's territory. Many of the larger offices of the company will show exhibits in the same manner in which they appeared in New York. In addition, a series of interesting cards will be sent out to all offices to keep on view a week at a time, in special frames. They will appear in windows or within the offices.



Detroit Learns About Us

ETROIT had a decidedly unusual evening on Wednesday, November 15, when 3000 telephone people of that vicinity and a hundred or more distinguished guests enjoyed an address by President H. B. Thayer, of the A. T. & T.

Company, a demonstration of transcontinental telephony, and saw several of their co-workers decorated with Vail medals. The event took place in the Cass Technical High School.

Mr. Thayer was in Detroit at the invitation of the International Association of Railway and Utility Commissioners, and made an address at the annual convention of

that body. Many of those attending the commissioners' convention were present at the Michigan Company's big night, as were Mayor James Couzens, of Detroit, with numerous city and educational officials, and a group of Bell System executives.

There were also present more than 30 representatives of the local newspapers and news bureaus, attracted to the meeting by the special interest of the program.

After a band concert given by the students of Cass Technical High School, Judge Kuhn, President of the Michigan State Company, made appropriate opening remarks, which were followed by the presentation of three Vail medals. A male quartet composed of telephone employees sang several selections.

Mr. Thayer made a brief talk praising the telephone people of Detroit and Michigan for their loyalty and accomplishments. There was a demonstration of local switchboard operation. This was followed by a talk on universal toll practices, demonstrating the co-operation of Bell people in all parts of the System, and showing how the long lines tie together the associated companies into one great service. Then came the coast-to-coast roll call conducted by Director F. A. Stevenson.

When Mr. Stevenson got C. A. Caldwell, of Havana and H. G. Bates, of San Francisco on the line together, he asked the two of them, thousands of miles apart, to tell the audience something about their work. They tackled the job with a will and the Detroit telephone people, the mayor of the Fourth City, the members of the regulatory commissions of the nation and other guests, all listened with enthusiasm to the

accounts of battles with storms, of the great blizzards that sweep pole lines from the western mountains, and of the falling royal palms that sometimes strip sections of line in Cuba.

A cello solo played at Havana was followed by a violin solo from San Francisco. The chimes record was played on a phono-

graph at San Francisco. Good night roll call was next given to all repeater stations and followed by taps played on a bugle from San Francisco, during which the small electric lights marking the location of each repeater station on a map placed on the stage gradually went out.

Illinois Men Meet

A get-together meeting for the benefit of the Peoria and Bloomington members of Plant Branch 104 was held at Bloomington Saturday evening, November 11.

A special informal business meeting was held at 5 p. m. at the Association of Commerce building, presided over by A. C. Kadlec, President, with N. C. Le Vee, Secretary, assisting.

At 6 the 30 members in attendance adjourned to the Green Room at the Women's Exchange, where a banquet was prepared. During the course of that feast, President Kadlec spoke briefly. Organization is his pet subject, and organization was the theme of his talk, which was of intense interest to all present. He introduced fitting thoughts in keeping with Armistice Day during the course of his address. Miss Rose Swift gave a group of readings, each number of which was heartily received.

Returning to the Association of Commerce rooms, a brief but highly pleasing musical program was given.

C. H. Kehnroth, District Plant Superintendent, Chicago, in a few well chosen words voiced his approval of Association activities and gave high commendation of the program. S. R. Sjoberg outlined his trip through the Western Electric plant. T. C. Schrage placed before the Peoria and Bloomington members the educational program now ready. Through the courtesy of Mr. Fahrnkopf, county farm advisor, and with the assistance of Charles E. Hill, of the McLean County Better Farming Association, who furnished the machine, several reels of Western Electric film were screened.

—J. N. S.

Hist! Spooks!

THE spirits began to drift in to the Omaha Hallowe'en party about eight o'clock—well, all the way from eight to ten, allee same like other telephone parties. The reception committee was waiting for them, equipped with towels for blindfolding. The blindfolding accomplished, each spirit was led to a locked door, which opened at a certain combination of knocks. At about this point the bandaged one would protest: "No—not me!" but upon being given a shove from the rear, the spirit was fairly well through the door.

Beyond was the chamber of horrors, and every single horror went over with a kick. Maybe two or three kicks. First of all, there was that deucedly uncertain feeling one has when he walks, blindfolded, over a particularly resilient bedspring. By and by, one got across, and then two attendants assisted the flagging spirit up a few steps, told it to gather up its bones and "Yump, by Yiminy!"

Being encouraged to yump by another push from the rear, the spirit yumped—

into a bale of hay! Some hit harder than others, calling loudly for excavation. One very long spirit came all the way from Minneapolis to hit the hay a bit earlier than usual. Following this, there was a halt in the proceedings while the ghostly attendants separated the very long one and the hay.

Still blindfolded, the spirits trailed the hay after them to the next ordeal. The mortal remains of One Old Cat were spread out for inspection by the touch

spection by the touch system. The eyes were encountered first, and since two grapes deprived of their skins were used, the encounter was convincing. The Old Cat had brains, too, we found, by poking a sensitive finger in a dish of squashy macaroni. This was just about enough, but the Cat had a tail, a long tail that felt suspiciously like a rope.

When the last spirit had released its hold on the tail, the lights were turned on, the doors unlocked, and a regular program

ensued. A dancer in high spirits shook a tambourin in approved spaghetti style. A soloist braved the assemblage of ghosts, and sang with nary a quaver. Encouraged by this, a quartet appeared, and sang three songs with perfect composure. In the last, they implored, "Call me back, pal of mine," but we'd already had three songs. This would have concluded the program, if a knock had not been heard at the door. Then the lights went out.

In sneaked the Ghost of a Canceled Call, reciting a tale of woe in a deathly voice:

"'Tis a coal call I am. I've been left in the cold.
When they got 'round to me, all the coal had been sold."

Barely had this ghost disappeared, when another moaned:

"I'm the Ghost of the calls marked COV.
It seems that there are too many of me."
In all, seven ghosts voiced complaints in rhyme.
The last ghost concluded:

"Now listen, dear friends, 'ere you cancel a call,
Be sure you have tried every possible way
To complete the connection, for, friends, if you
don't.

Its ghost will come back to torment you some day."

After this, the lights remained out for quite a while. When they went on again, they revealed

four girls sitting comfortably on chairs in the middle of the room.

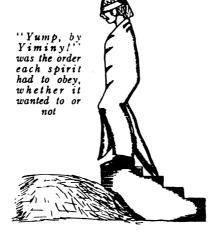
"What's it all about?" everybody asked.

Well, we'd like to tell you. . . . When the laughter had simmered down to titters. the refreshment committee indicated that they had made arrangements to satisfy, or attempt to satisfy, our growing hunger. In the lunch room we found Hallowe'en food aplenty. They had even whipped the cream on our pumpkin pie, so we didn't have anything to say for quite a while. But after a united attack, the tables began to take on the appearance of Old Mother Hubbard's cupboard. Fortunately, our gastronomic limit was reached about this time, and besides, we were

sleepy. If you don't mind, we'll drag in a little Shakespeare to finish up this narrative: "All's well that ends well."—Jerry Bell.

After recording a long distance call that was trunked to her position, relates the Northwestern Bell, the recorder asked, "What is your name, please?"

"Aw-er-you don't know me, Miss. I just came to town this morning."



Miss Trayte Dies in Cleveland



Jane E. Trayte

N September 22, 1922, the Cleveland force was shocked to hear of the death of Jane E. Trayte, -a rate operator who has been with us for three years. During that time Jane worked evening hours and attended school through the day. She came with us while a junior in high school, graduated and entered the Cleveland Normal Training School. Her course would have been completed this coming June.

Every one loved Jane and admired her for her ambition and courage. She let nothing swerve her from her aim—to become a teacher of little children. A poem was written by Emma J. Meier to express the feeling of bereavement prevalent throughout the operating force.

•

Cleveland has a radio outfit. It is kept in the rest room and operated by the matron in charge. Division Plant Superintendent Harter has detailed Mr. Koenig to install the outfit and it will be kept in repair by the District Plant force. The Association of Employees, which is responsi-

ble for the installation, planned a radio dance which was held in the rest room the first week in November.

Cleveland also has a new library, of which they are very proud. It consists of Dr. Eliot's five foot shelf of Harvard classics. Fifty volumes, de luxe edition, containing subjects including history, poetry, drama, science, travel, religion and philosophy are kept in the rest room and are loaned to the girls with no restriction except that they take good care of them.

The bowling team is on the job again. The Misses Krueger, Kercher, Nugent, Blickert and



William Patterson, Section Lineman, Morrell Park, died November 2

Kubik make up the tournament team and, with the rest of the squad, are spending every Tuesday evening at the Euclid Alleys. Look out, Long Lines girls, they're after the championship.

The Misses Reed and Alden from Nashville, Pomeroy, Radley and Caylor from St. Louis, operators who helped us through a strenuous period this fall, and Mrs. Flint and Miss Hipkins, New York instructors who assisted in our training department, have returned to their home offices. Miss Nelson, an operator from St. Louis, and Miss McCoy, Assistant Chief Instructor in New York, are still at Cleveland.

Miss Henderson from the General office and Miss Kaurish, Chief Instructor from Cincinnati, with Miss Pearse, are training a class of six instructors. The class consists of the Misses Martin and McKeon, from Detroit; Miss Noel, from Cincinnati, and the Misses Kattau, Wagner and Henderson, from the Cleveland office.

William Patterson

William Patterson, an employee of the Bell System for the past 29 years, died November 2 at the Presbyterian Hospital, Chicago. Illness forced him to stop working January 21 of this year. He returned to work March 1, but he was again compelled to stop because of failing health, on April 24.

William Patterson was widely known in the telephone field. He was a loyal and faithful worker for the interests of the Company.

Born on a farm near Waukegan, Ill., June 11, 1871, he was 51 years old at the

time of his death. His service record dates from November, 1893, at which time he started service as a lineman in the Construction department under Foreman Patrick Brown. He worked successively under Foremen G. Patterson, H. Strout and L. Gerdon, until 1898, when he joined the Central Union Telephone Company at Toledo, Ohio.

In 1898 he returned to the Long Lines Department. In 1906 he became section lineman at Morrell Park. He has since been district line inspector, foreman of a division gang, and, last, section lineman at Morrell Park.

-H. G. H., Chicago.

Milwaukee Girls Hear Miss Warren

ILWAUKEE Traffic Branch 85 owes a most interesting evening to Miss Golda Warren of Indianapolis, who visited Milwaukee on October 30 to give a talk on the progress and welfare of the Association of Employees.

Preceding the talk, a banquet was given at the Hotel Plankinton, a check showing an attendance of 20 members. Miss

Warren explained in detail how the constitution was revised, relating, step by step, why changes were made in it and the effect they would have on the organization. After the talk by the traveling representative, we all agreed that the time has passed when any member may be accused of a lack of interest in our



Taking advantage of the warm autumn weather, Pauline Flaherty, Esther Bruce, Lucile Robinson and Lois Bailey, of Minneapolis, held a Hallowe'en party that closely resembled a summer picnic

Association, for Miss Warren not only brought home to us the importance of the Association itself but also the many things that have been accomplished by it.—H.L.P.

Sometimes They Only Carry Citrus

A funny thing happened to me This morning, And I feel I must tell some one Or bust. The car was crowded But I got a seat down in front And unfolded my paper For the downtown ride. Soon I looked up— There was a plump little old lady All bundled up. I gave her my seat And she smiled and thanked me And took an apple from her satchel And gave it to me and smiled again. I took the apple And the other people smiled. And I was embarrassed,

But couldn't keep from smiling, And it made me feel Like a good little boy. I thank you.—R. C. M.

An Easy Lesson

With the idea of making employees acquainted with other parts of the business than those in which they are directly concerned, the New York organizations of the Association of Employees arranged for an operating demonstration program for Long

Lines people in that city. The performance was given on three successive evenings in the new auditorium at 195 Broadway. It was one of the regular demonstrations conducted by the New York Company for educational purposes.

In this case the educational feature was greatly disguised. The

evening was one of continual enjoyment. Harold Lloyd, familiar to all film audiences, led off in his farce comedy, "Number, Please." This was followed by an operating demonstration given by two New York Company girls, and two equally able assistants. Under cover of a dramatic skit they brought out the progress of a call from beginning to end, and introduced many of the trials that beset an operator.

The third main event was a Western Electric motion picture, "Beyond the Range of Vision." It gave in outline an idea of the vastness of the business in which we are engaged.

At intervals throughout the evening musical selections were introduced, both instrumental and vocal. These, with one or two short addresses, made up the remainder of the program.

The Radio Influence

"And what did the poor little dog do when you brutal boys tied a tin can to his tail?"

"Oh, he just went broadcastin' down the road."—Annexed.

Plant Branch 75 Visits **Jungletown**

LANT Branch 75 accepted the invitation of their fellow members of the Princeton, N. J., telephone repeater station to visit that office and 35 members from Philadelphia, Newtown Square and Trenton loaded themselves into seven automobiles furnished by members of the party.

Arriving at the Princeton station, after the handshakes were over, guides were placed in each machine and under the leadership of Chief Testboard Man E. W. Fry a sightseeing tour of Princeton University was made. The campus, dormitories, old Nassau, the Palmer Stadium, the many beautiful buildings of the University, the former home of Woodrow Wilson, and the shaded streets of the old town all made a very interesting trip.

Automobiles again. Back we went to the repeater station by way of Carnegie Lake, where the varsity crews have their tryouts and races, and then to lunch. In the afternoon there was a baseball game in which Princeton gang managed to beat the Philadelphia gang by a score of 8 to 4.

The main features were the pitching of Bill Oliver, Chief Equipment Man, Philadelphia, the cheer leading of senior Equip-ment Attendant Johnny Begley, of Philadelphia, who also kept score and whose accuracy we doubt, and the home runs of Bill Gillis of the Princeton repeater station.

W. K. Fox, Equipment Attendant, Philadelphia, whose picture appeared in the October issue of Long Lines as a veteran of 24 years of service, started a game of follow the leader by standing on his head. The game came to an abrupt end, as no one could follow suit.

The surprise event was in the evening when the visitors were ushered into a beautifully transformed storeroom and sat down to a broiled chicken banquet prepared by the best caterer in town. Messrs. Richey, Princeton, and Tomlinson, Philadelphia, entertained with violin duets, and Tom McLaughlin of Newtown Square, though

perfectly sober, sang "Sweet Adeline." President Connell of Branch 75 acted as The principal speech was toastmaster. made by Mr. Streeter, our genial District Plant Superintendent, followed by Bill Oliver, Ed. Fry, Horace Hacker, Joe Abdill, John Heinig, Johnny Stalker and a whole lot more too numerous to mention. More singing, more music, college songs • by Messrs. Kelly and Flynn and finally Old Lang Syne by the gang.

A good time was promised, a good time was had, and we all left with the feeling that when it comes to entertaining they certainly are princes at Princeton.—J. A. G. and W. S. M.





-[40]

Our telephone repeater station where the membersof Plant Branch 75 were entertained At left - Visitors and hosts on top of the Graduate College tower



A Late Picnic

NDIANAPOLIS Traffic Branch 29, with their friends and families, held an all day picnic September 24 at Wildwood. We had the pleasure of having as our guests Division Traffic Superintendent B.C.Bellows, Miss Bessie Kimmich and Miss Mary B. Sweeney, from the Chicago office.

The weather man gave us an ideal day. However, a cottage called "The Beeches" had been rented in case the weather was disagreeable.

When dinner time came every one preferred eating in the open. So the food was spread on the picnic tables, which fairly groaned under their load of fried chicken, baked ham, salads, fruit, cake and other good things.

In the afternoon there were games, of course. There was a bean dropping contest, a suit case race, a clothes pin race, a hoop race and, of course, a three legged race, without which no picnic is quite complete. Last but not least there was a mock wedding. Could anybody ever forget that bride?—M. Mc.

Harrisburg's Visitors

On their journey from Cleveland where they had attended the convention of the Telephone Pioneers of America, President H. B. Thayer and Vice-President W. S. Gifford, A. T. and T. Company, accompanied by L. H. Kinnard, President of the Bell Company of Pennsylvania, paused long enough at Harrisburg to say "hello." We of the telephone gentry will remember the day. It is already marked on our calendars along with the other important dates in our local history.

In the evening the visitors were the guests of the local organization of the Bell Company of Pennsylvania at a banquet at the Penn-Harris Hotel. Our Long Lines representative was District Plant Superintendent H. J. Talley, who was included among the speakers.—H. C. S.

Ohio Pioneers Led

A final check of the registration figures at the ninth annual meeting of the Telephone Pioneers of America held in Cleveland September 29 and 30 show that 1,284 persons were officially registered—769 Pioneers and 515 guests. Twenty-eight states, the Dominion of Canada and the District of Columbia were represented. Twenty states were not represented.

There were 559 Pioneers and their guests registered from Ohio alone. N. C. Kingsbury Chapter Number 2 of the Ohio Bell Company was represented by 250 Pioneers and 267 guests, while Kilgour Chapter of the Cincinnati and Suburban Bell Company had 28 Pioneers and 14 guests present.

New York was second with a total of 199, Illinois third with 146 and Pennsylvania followed closely with 131. New Jersey ran fifth with 47 representatives as its share.

Under the Bounding Main

(Continued from page 13)

ing and transferring the cable to the lighter until about two o'clock that afternoon.

Early the next morning the shore end of the cable was easily picked up. It was not possible, however, to budge the sea end of the cable. Many attempts were made to unfasten this end from whatever it had become caught on, but all attempts were fruitless. In the meantime work was begun on splicing the shore end of the cable to the piece of spare cable. As a last hope of freeing the end of the cable that had become caught, a deep sea diver was secured.

For protection against sharks the diver used a cage into which he could just comfortably fit. The diver got into this cage and was lowered to the bottom of the sea. As a further precaution he carried a long

It seems that the Cuban sharks' taste for human flesh was cultivated back in the days when Spain ruled Cuba. Tradition has it that men doomed to die were taken to Morro Castle and dropped alive into the sea, where the sharks soon devoured them. Whether or not this is true, sharks are both numerous and vicious in the vicinity of the Havana harbor.

Fortunately, the man eaters did not appear upon the scene that day. The diver found the cable to be caught in a crevice on the bottom of the sea. After going down a second time, he loosened the cable and pulled the end on board the lighter.

Work was begun at once on the last splice and every effort was put forth to complete it before dark. That afternoon, it was seen that the armoring work could not be finished before sundown and large acetylene torches were secured. Although these were used only a short time, they proved of inestimable value.

During the day it had been raining and the sea was becoming rougher as darkness approached. In order to be ready for emergency, steps were taken so that the cable could be readily thrown overboard if such action became necessary. The work of serving the iron wire wrappings and

marlin over the armor wires at the splice was done at a maximum speed, by using men in relays. The splice was completed and the cable dropped overboard at 6:32 p. m., not an instant too soon.

A brief description of how the cable was spliced would probably be interesting. The armor wires and jute were laid back for a sufficient distance to allow these wires to overlap when the splice was finished. The conductors were cut and carefully fitted together to make a lap joint. Over the joint was wound a wrapping of very small copper wire. The joint was then soldered. Over the soldered joint was applied a second wrapping of small copper wire.

The next step was to apply gutta percha over the joint so as to insulate it. This is done by carefully working gutta percha over the joint in thin layers. The gutta percha is heated in order to soften it, and after being worked into final shape it is hardened by the application of ice water. The cable has a thin copper tape for protection against the teredo and heavy copper tapes for the return conductor. These tapes are wrapped around the insulated cores. tapes were next applied and the heavy tapes welded together. Jute was applied around the cores to build up the cable to a cylindrical shape before the armor wires were laid on. The armor wires were placed back on the cable and the section where the wires overlapped served with iron wire wrappings at frequent intervals and marlin served over all.

In closing, this narrative would not be complete without mention of the co-operation of all. Mention should particularly be made of the efforts of Cuban Telephone Company's employees.

Winners

(Continued from page 26)

Charge, The Bell Telephone Company of Pennsylvania, Hatboro, Pennsylvania.

Citation

FOR intelligent initiative and persistent effort in

emergency.

While on duty, April 6, 1921, at Hatboro, Pennsylvania, she learned that a nearby railroad bridge was in flames. By her persistence and resourcefulness she succeeded in transmitting a warning to a train crew and holding a train, thus preventing a serious accident, with probable loss of life.

A silver medal, with a cash award of \$250, to Etta Willcox, Night Operator, Northwestern Bell Telephone Co., Williams, Iowa.

Citation

FOR prompt and intelligent action in the interest

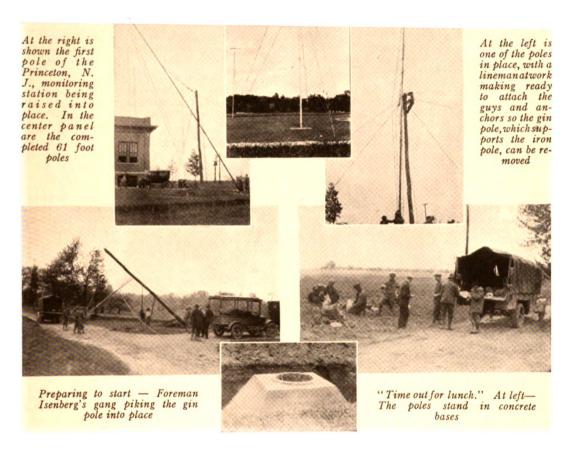
About 1:30 a.m. on June 7, 1921, while on duty at Williams, Iowa, learning that all the telephone, telegraph and lighting circuits had been cut by bank robbers, thus leaving the town in darkness and without communication, she drove through the night to the nearest telephone exchange, notified the wire chief and surrounding towns, making possible the early restoration of service to the isolated community as well as the prompt pursuit of the robbers.

The report is signed by H. B. Thayer N. T. Guernsey, E. K. Hall, and D. F. Houston, the members of the National Committee.



Keeping Tabs on

Broadcasting



A Radio Outpost

A NOTHER step in the experimental radio work being carried on by the A. T. and T. Company has been taken. The receiving antenna at Princeton, N. J., has been completed. Princeton is using a 2-a receiving set and 7-a amplifier. Signals from WBAY, the Long Lines radio broadcasting station at 24 Walker Street, New York, are picked up and routed back to 24 Walker Street via the New York-Philadelphia cable for monitoring purposes.

The construction of the monitoring apparatus included the erection of the two poles and the wire forming the antenna. It was not a light task, by any means, and brings to mind the story of the boy who was asked by his teacher what he most desired to be when he grew to be a man. Willie thought for a moment and then

announced, "Why, I want to be a lineman in the wireless telephone company." Now, however, the story loses its point.

Linemen of Foreman Isenberg's gang have been busily engaged in erecting 61 foot iron poles about 40 feet west of the Princeton repeater station. The poles consist of five sections of iron pipe which form a unit extending 59 feet above the ground line. They are set in concrete. Three anchors have been placed for each pole, 120 degrees apart, one being installed directly back of the pole.

Three guys of 2.2. M strand with two strain insulators in each guy are attached at equidistant points on the pole to each anchor rod. Turnbuckles are installed to take up any slack in these guys. A pulley is attached at the top of each pole so that the antenna may be raised or lowered at any time.—E. S. B., Phila.

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First Pins Topple

ORTY-ONE bowling teams, representing various branches in the Association. opened the season November 13. Great results are looked for and the smashing of many bowling records is expected.

The bowling committee consists of N. C. LeVee, Chicago, Chairman; Ethel Greene, E. D. Allen, R. A. Miller and W. E. Barber.

In the Universal League for ladies, eleven teams are entered. They are, with their captains, St. Louis, Branch 13, Miss A. A. Porter; Omaha, Branch 67, Miss E. Mullen; Cleveland, Branch 100, Miss M. Walters; Buffalo, Branch 117, no captain so far; New York, Branch 3, Miss M. T. Heuser;

Philadelphia, Branch 4, Mrs. B. Illings; Chicago, Branch 33, Miss E. Greene; Toledo, Branch 56, Miss G. J. Beals; Denmark, 56. Miss G. Branch 71, Miss V. Secroy; Phila-delphia, Branch 133, Miss E. R. Borton; New York, Branch 18, Miss M. H. Lass.

Ten teams contest the honors of the Keystone League.Withtheir captains, they are Scranton, Branch 27, F. J. Barthol-omew; Washing-ton, Branch 40, W. T. Allen; Elk-

ton, Branch 50, L. A. Brown; Pittsburgh, Branch 61, A. W. Charlton: Harrisburg, Branch 74, R. O. Sultzaberger; Philadelphia, Branch 75, W. S. Marshall; Reading, Branch 81, G. M. McDowell; Philadelphia, Branch 64, A. L. Jones; Indianapolis, Branch 102, G. E.

The Buckeye League also consists of ten teams. They are Davenport, Branch 17, J. A. Young; Chicago, Branch 36, W. N. Rowley; Minneapolis, Branch 55, F. W. Benjamin; Maumee, Branch 62, A. E. Sorge; Cleveland, Branch 79, L. R. Chilcott; Omaha, Branch 84, C. G. Poth; Ft. Wayne, Branch 102, C. W. 94, A. G. Richard; Indianapolis, Branch 102, C. W. Hadlock; Beaver Dam, Branch 106, M. L. Wahl; Detroit, Branch 92, W. Roadhouse.

Detroit, Branch 92, W. Roadhouse.

The Empire League, also comprising ten teams, consists of New York, Branch 18, G. O. Baily; Buffalo, Branch 16, no captain reported; Kansas City, Branch 65, J. Marks; St. Louis, Branch 119, E. F. Bell; Springfield, Branch 26, W. E. Mathews; Troy, Branch 57, L. A. Williams; New York, Branch 14, A. O'Sullivan; Terre Haute, Branch 95, H. M. Wilde; Chicago, Branch 104, O. J. Johnson; Milwaukee, Branch 134, E. L. Campbell.—N. C. L.

Well, well! Here we go, with a sweeping swing of the arms and a marked display of

corked-up muscular energy suddenly released; with shouts of "'At-a-boy!" "There they go!" "Watch 'em fall," and other expressions characteristic of an enthusiastic bowling team. Beginning a new crusade to defend and retain championship laurels won a year ago, Maisack, Mathews and Kellogg-Springfield's star pin breakersled the local boys in their start toward another season of bowling.

After many a lengthy discussion of the preparations for such inspiring thrills as accompany the Springfield boys in all their sporting endeavors, the home team enter the 1922-23 contest. They possess the

same fixed determination to win which so successfully carried them over the goal line last year.

Needless to say, through-Bell's Plant social and recreational functionings, this bowling spirit is, right now, running rampant. Every member

out the broad domain of the

on every team

is experiencing the fire and joy of conquest. Shake hands boys. Springfield's aggregation wishes one and all the best of luck. Who solves this equation wins the battle:

X equals Q times D divided by C, where X represents success, Q quality, D determination and C co-operation.—W. A. W.

The testroom bowling league out Chicago way started its second annual tournament October 9. Teams composed of employees of the following offices will compete:

Bloomington, Ill., I. V. Smiley, captain; Chicago District Office, E. W. Gimbel, captain; Chicago Division Office, R. A. Miller, captain; Chicago Morse Department, F. W. Gay, captain; Chicago Testboard W. Peters, captain; Chicago Equipment,

W. A. Johnson, captain.

The interest in bowling is greater this season than ever. C. H. Kehnroth, District Plant Superintendent, has the high game to date, having toppled the pins for the very good count of 225.—H. G. H.



they are E. J. Johnson, W. E. Kenefick, W. H. Kavanagh, W. Tipping. Sitting—W. J. Sheridan, Vice-Pres., P. S. Maisack, Pres.; R. J. Travers, Sec.-Treas.



If, like Memphis, you have an orchestra of your open always on top ready for action—



Then you never need to worry about a program of entertainment, a dance or anything

Memphis Greets Mothers

N October 27 the Association of Employees at Memphis entertained the operators' mothers with an informal program given in our lovely rest room. Our own orchestra furnished music for the afternoon, while several delightful vocal selections were given by Miss Cleo Dueose. Little Miss Frances Pendleton charmed our guests with a number of her original dances.

During the afternoon members of the force served a tasteful salad course.—E. P.

Foiled

Robert H. Albach, Traffic Supervisor in the District office at Kansas City, and Miss Daphne Wilson, of Chanute, Kansas, were married on October 16. Mr. Albach broadcasts a warning to all persons contemplat-

ing secret marriages, "Beware of the office bunch!" Experience has taught him this lesson.

Mr. Albach left for his vacation on Saturday, October 14. The office bunch demanded a confession before his departure, but being refused this, warned him of the consequences, which went unheeded.

He returned from his vacation on a Monday morning, and arrived at the office shortly after eight o'clock, feeling quite confident that he was the first one down. You can imagine his consternation, surprise and similar feelings when he discovered the Traffic Department office force

waiting to greet him with old shoes, bricks and oodles of rice. His desk was elaborately decorated and covered with gifts, large and small.

In the afternoon Mrs. Albach was welcomed into the telephone family.—A.H.W.

War's Tragedies

During the big war one of our southern janitors approached a Long Lines test-board man with an unusual tale of woe and asked for the loan of three dollars. The t.b.m. asked the darky what he did with his salary. The janitor replied, with a tinge of tragedy in his voice, "De ducks gets it, boss."

When pressed for an explanation, this is what the Plant man got: "Well, boss, it's like dis. I gets eighteen dollahs a week and de w'ite folks 'ducks six dollahs fo' dat stock dev done sole me on de 'stortion

plan. Den dey 'ducks me fo' dollahs 'count of dem libbetybons what I bought to help lick de Kyaiser and dat leaves jes' eight dollahs.

"De shorance man

"De shorance man 'ducks one dollah fo' my sickness policy and de ole woman 'ducks de res'. Cap'n, de 'ducks jes' natchlly gits mah money, dass all. Please sah, boss, loan me dem three dollahs I asts you fo'."

—Т. А. S.



R. H. Albach, Kansas City, did his best to leave the District Traffic office in the dark as to how he spent his vacation. It didn't work

Sunday School Teacher: "Percy, what must we do before our sins can be forgiven?"

Percy: "Sin."
—Wichita Wits.

90-Foot Pole Days

(Continued from page 22)

our troubles began. We found an air flue running from the roof down to the basement. The problem arose as to how we would get through the concrete floor. We closed the door, got a drill, muffled a hammer and through we went.

But when the drill broke through, things started. A man came up, broke down the door and took us all before the postmaster. General Eckert, our president, was sent for to settle the matter, and he got us clear.

I remember running wires down near Nassau Street on house tops, and working a little late, found that we were locked up on the roof. In wandering around from roof to roof, we found a scuttle open and started down. It proved to be the American Bank Note Company, and when the watchman discovered us, he drew a gun and called in the police, who took us to the station. There we had to prove we were not burglars. I began to think we were getting into too much trouble, and might lose our jobs. But we kept on going, and we lived it down.

I also assisted in putting in the offices in the Grand Union Hotel, near the Grand Central Station. One day while we were there, an old man, as he seemed to me, came to the roof where we were building the house top structure and began to ask questions. Our foreman, Mike Carroll, an old crab, was inclined to be impudent. I thought I recognized the visitor as the old man who had got us out of the post office trouble. So when he came to me I answered all his questions politely. For that I was given a cigar. Mike said I had no right to give information to every old busy body that came along. So I made some inquiries and found that it was President Eckert, sure enough, and that he lived in the hotel.

I sure was a proud youngster then, and wrote to my people of the wonderful progress I was making and how I had met the president of the company himself.

Mike and I didn't mix very well, and I was taken out of that gang and was my own boss again. Afterward I had the great honor of putting in the

great honor of putting in the Springfield, Mass., office, and assisted at New Haven.

Once we all attended a telegraphers' ball over on Avenue A. All of us were invited. An old

lineman, Tom Cameron, came with his wife, riding in a hack. He was dressed regardless, cow hide boots blacked with stove polish, and clean blue flannel shirt. Tom was one of our crowd, however, and was all right.

Most of my companions were young men of good family, and we soon found out we were not so green and could hold our own with the best of them. I can recall that many of them finally drifted into other walks of life, and became very successful.

A big element of them got on the police force and became officers. Many joined the fire department. Paddy Lucas was one of them, who prided himself on dropping down an 80 foot pole in four steps. It is claimed he did it. He became a battalion chief and I learn he died recently, still in the service.

Before I close I want to mention a few of the old time linemen who are living and still in the game.

Our own general foreman, Jim Doyle, whom every one knows, I first met at Croton Lake, as he started north on the other side of the lake whacking on arms toward Albany. He has sure been through the mill from the beginning, and is still active. He has been through every storm break of any size since '88, and has organized more gangs than any one else.

Judson Torrey, who was the first man to join me from the home town, is our oldest active lineman. He is still keeping up his section after 35 years at one station.

John Ladd of the Southern New England Company is another of the old climbers. He became superintendent of plant.

Angus Chisholm, who left me in Texas in 1884, joined the forces of the Cumberland Company and has been their principal foreman. He is known by everyone from the president down.

John O'Rourke, who was one of the old crowd, has become prominent in the New York Company. A couple of years ago he and P. J. Skolsky, of the Wisconsin Company, and I made a memorable trip down into the Grand Canyon of the Colorado. He is now right of way man on Long Island.

P. J. Skolsky, the other member of the party, was among the earliest of the line-

men in the middle West, and set poles in all parts of the city of Milwaukee and its vicinity.

These are but a few. The names of countless others, both living and dead, flock to mind.



DECEMBER, 1922 ONG INES

One Too Many

EAR Ed: I saw one of your letters
To your correspondent
In the New York office.

And I noticed you asked her To send in some funny ones. Well, the funniest thing I know That happened around here For many a long day Was the time Phil Cohen Of our night Plant force Had to identify himself Before the watchman at the door Would let him out of the building. This was how it happened: Years ago the New York night force Consisted of six or seven men. Did I say men? I mean boys. Anyway (as the financiers say), When they left the building In the morning Each one had to give his name To the doorman Who entered it on a sheet. This morning I speak of The brilliant thought bobbed up

That it would be a good joke

If each boy on leaving the building

Would give the name of Cohen.

No sooner thought than done.

But the sixth one down

Happened to be Phil Cohen himself.

''No, you don't," says Mr. Doorman.

"This has gone far enough.

"Gimme yer name er yer don't get out."
And Phil didn't get out, either,
Pass or no pass.
He had to go upstairs again
(And they had to walk then, too)
And get some one from the testroom
To prove that Cohen was Cohen
Or words to that effect.
All of which has nothing to do with
The girls of Branch 97 who
Are rehearsing for a minstrel show

Which they'll give December 7
At Kismet Temple, Brooklyn.
Will December Long Lines be out then?
That's good; I'm glad I asked.
—HORTENSE.

Shifts in the Line-Up

Traffic—S. A. Geer, Engineer, General Office, to Traffic Supervisor, Division 1 Office, effective September 25; Margaret Kelly, Operator, New York, to Supervisor, November 6; Helen M. Hayes, Supervisor, Boston, to Night Chief Operator, November 6; Marie R. Mohan, Supervisor, Buffalo, to Evening Chief Operator, November 6; Bessie Kimmich, Traffic Supervisor, Philadelphia, transferred from Chicago, October 9; D. Louise Reid, Instructor, Pittsburgh, to Operating Room Instructor, November 6.

Edna Mahan, Senior Operator, Brushton, to Supervisor, November 6; Mae I. Eichelberger, Supervisor, Brushton, to Operating Room Instructor, November 6; Verna L. Dean, Operator, St. Louis, to Night Chief Operator, October 1; Winifred

Gibson, Instructor, Chicago, to Assistant Chief Operator, November 6; Anna B. Sorenson, Supervisor, Chicago, to Assistant Chief Operator, November Caroline Hazel Murray, Instructor, Chicago, to Night Chief Operator. November 6.

Plant—S. B. White, Test-board Man, Albany, Ala., to

Chief Testboard Man,! Key West, September 13; H. C. Morris, Chief Testboard Man, Key West, Fla., to Harrimann, Tenn., September 18; W. H. Funston, Clerk, Cleveland, Ohio, to District Chief Clerk, November 1; P. C. Nauert, District Chief Clerk, Cleveland, Ohio, to Division Accountant, Chicago, Ill., November 1; S. B. Parr, Testboard Man, Maumee, Ohio, to Chief Testboard Man, November 1; C. Burch, Technical Employee, Indianapolis, to Chief Testboard Man, Cuyahoga Falls, Ohio.



"We're on our way," was the explanation on this poster from Philadelphia. The "way" leads toward a per cent. completed goal. Similar posters have been sent in from a number of other cities

'Coons and Moons

RIGHT now I ask: have you ever been 'coon hunting? No? Well then, in the words of Nimrod, You ain't been nowhere, nor done nothin'. How do I know? I been.

Art Cushing, of Newburg and Northern Ohio fame, staged the hunt on a Saturday night. Frank Mohr of the Ohio Bell, Les Harter and yours cordially will tell the world telephonic that it was some hunt. Earl Rinear of Brecksville, Ohio, was the

master of the hunt and with his dogs, Rock and Gyp, led us a chase that will keep the gang in daily dozens for a year. Art has half of Brecksville for a back vard and the Rinears own the rest of it. So that provided plenty of territory. country 'coons like is of the washboard type -the higher the ridges the better, as 'coons are fond of creeks and the gullies were full of em—creeks, I mean.

At nine the music began and those who

have heard Rock and Gyp perform, wonder where McCormack and Tetrazzini get that stuff. The notes of the chase sounded almost on the dogs' release and just as the human outfit got well under way the time changed and Rinear called "He's tree'd" and went into first. The charge was on. One member—we omit names—fell for it, as it were, and to gain speed pinwheeled down the bank. The heavies bringing up the rear called for an encore but were refused.

The first kill was a 'possum. If Rock had read the rules he wouldn't have bitten him so hard, for the season on 'possum didn't open until the 15th. Gyp reads the papers more and behaved like a lady.

My impression of a 'coon hunt is a scrambled combination of football, high jumping, broad jumping and swimming done in the dark.

The information on which this statement is based was gathered during the evening, in the course of which we ran down two more 'possum and three skunks. We let 'em go. The latter by request. The hunters covered about six miles and half a

gallon of eight-day cider. The concensus of opinion was that the cider ran out too soon and that five of the six miles were up hill.

At 2:00 a. m. standard Eastern the tiredest bunch alive filed into Art's bungalow and ate and lied. Our hats are off to Mrs. Cushing's pies. They are the "than whichest" we ever ate.

Some one produced a pair of speckled gallopers and eased them gently across the floor. Eyes blinked slowly but that was the only response. Were we tired? You

tell 'em. Put out that light and leave those shades down! Some party, Art, some party.

We didn't get a 'coon; the moon came out.—Slim, Cleveland.



"One member pinwheeled down the bank"

Once-a-Month Meetings

The Executive Committee of the General Office Council has arranged, with the sanction of the management, for monthly talks of an interdepartmental or general

nature to which members of the several General Office Branches of the Association of Employees, New York, will be invited. The talks will be given in the new assembly hall, third floor, 195 Broadway.

The Branches represented in the General Office Council will be asked to submit their suggestions for subjects and speakers for all such talks. The Council will determine which ones will probably have the most general appeal.

A special committee, subordinate to the Executive Committee of the General Office Council, has been appointed to handle the details of the talks. This special committee arranged for the first departmental affair on November 20. Five reels of motion pictures of the Hawthorne plant of the Western Electric Company, together with musical selections, constituted the program of the initial gathering.

As an introductory feature of this meeting, two solos were given by Mrs. Lannamann, formerly of the General Plant office, New York. She has an effective soprano voice, and has sung for radio broadcasting.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

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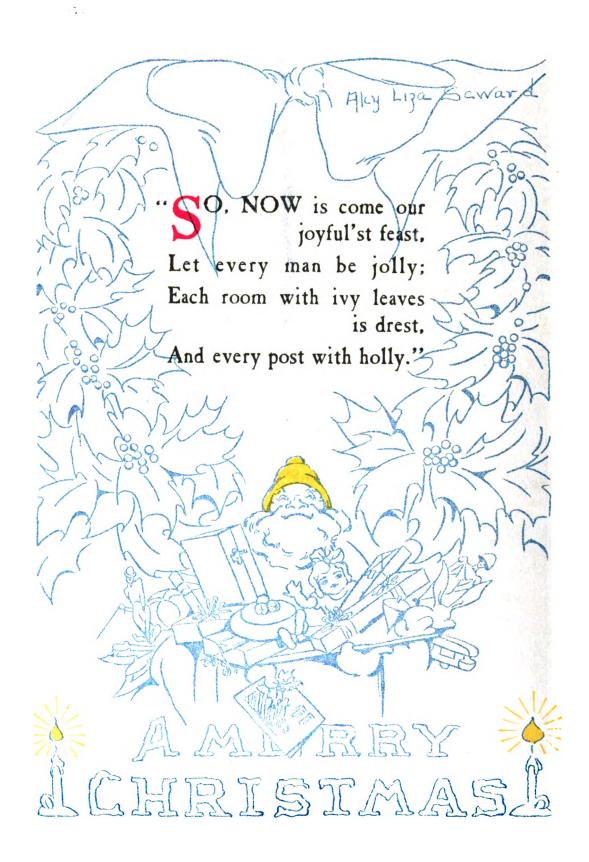
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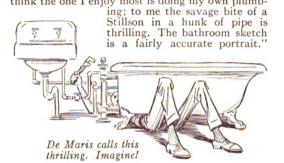


ONG INES

JANUARY 1923

They Want Him to be Funny

ALTER DE MARIS seems as serious a person as we have met in months. And yet, listen: "Somehow the editors of Life and Judge got the impression that I am a humorous feller and I have since filled nearly a thousand of their pages. I have tried everything short of mayhem to convince other editors that I'm a serious guy, but what can you do with a record like that? "Hobbies? I can't begin to count 'em. But I think the one I enjoy most is doing my own plumbing; to me the savage bite of a Stillson in a hunk of pipe is thrilling. The bathroom sketch is a fairly accurate portrait."



ONG LINES

Three New Year Thoughts

"ANCIENT business handed down to modern business no heritage. . . . Balbus and Ollius, Leucippus' Sons, Malchus and Company—not one of them recalls anything to you or me, yet all three were business houses great in the ancient world."

How different now! In the new year, as in every modern year, the great businesses of the present—the Bell System conspicuous among them—not only will do big things, but will set down in the record the why's and how's of their doing. Those who swing the wheels of industry in years to come will have the lessons of 1923 to guide them.

What of us as individuals? There's the rub. Will the sentence, paragraph or chapter devoted to each of us be such that the boss of the future can take down the volume marked "1923" and say to a new man, "Here's the way Smith handled your job a little while ago. I'd advise you to study Smith, and follow him as far as possible —only, of course, improving as you go."

•

Permit us to quote, practically verbatim, an inter-office telephone conversation in which we were unfortunate enough to be one of the principals:

"I would like to talk to Mr. Dash. Is he there?"

"No; he's not here. . . . I don't know when he'll be in. . . . Wait a minute; maybe I can find out. . . . Why, as far as I can find out, nobody knows where he is; he must be out of town."

It may be a thankless task to mention that any Long Lines office could answer telephone inquiries so unsatisfactorily. We mention it, nevertheless; for it happened only a few weeks back, and it had at least one beneficial result—a young fellow of our acquaintance has pasted this New Year resolution in his hat: "When you're going to be away for awhile, for heaven's sake tell the folks where you can be reached."

•

"Don't put the cart before the horse. We're still in the telephone business; and our main job is to supply the people of these United States with long distance service so good in every way that they'll rise up and shout, 'That's great—give us some more!'"

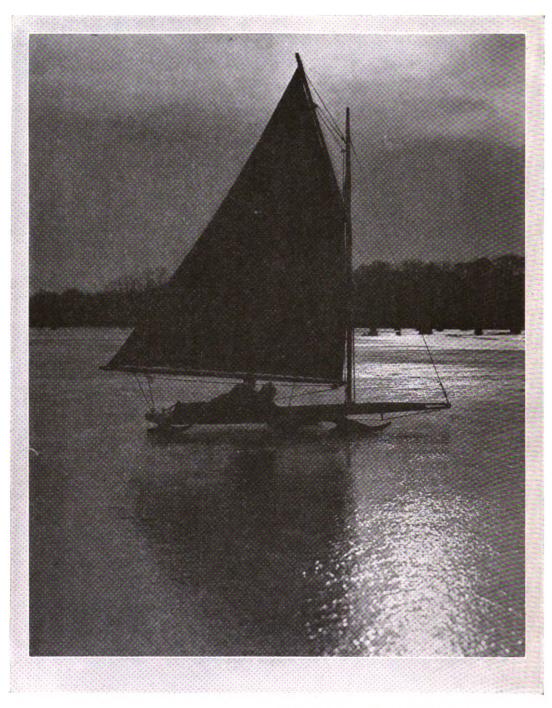
This, in crude words, is one of the big ideas we get out of Mr. Stevenson's article beginning on page three of this issue. There are plenty of others, but this is our favorite; and to us it seems to come with special force just now, when we are striding forward in the morning of a new year.

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T. T. COOK, EDITOR

JANUARY, 1923





"Under a cloud hung, moonlit sky, On the North Wind's breath we go fleeting by; Steel blades on ice sing weirdly shrill As we leave Time's chariot standing still."

THE THREE WHERE'S

By F. A. Stevenson, Director

AM glad to avail myself of the invitation of the Association—extended through the Magazine Committee—to review its development. It seems an opportune time to do this when we can now consider the future with the background of our nearly three years' experience.

Considering any general situation, it is often of advantage to apply simple concrete tests. In this particular instance can we not inquire: Where did we start? Where are we now? Where are we headed?

Many members of the Association, particularly those who attended the meeting of the Constitutional Convention, will recall the feelings with which the general suggestion was received. There was a mingling of indifference, doubt as to the wisdom and practicability of any plan and even suspicion as to the underlying motives.

What were the conditions? What caused them? And why was something additional necessary?

By going back to the earlier days of the business and to the picture of the conditions of those years, the answer may be found. During the earlier periods of the business we passed through the stages where the people of the Bell System were able, at least in their own departments, to have the personal acquaintance and to be familiar not only with the work of their own departments but in general with the work of the other departments. This was particularly true when the organizations were small—as, for instance, in the Long Lines Department of years ago—and when the conduct of the business required comparatively simple methods. And, as the business developed, the increase in the number of people and the changes in the types of the business came so gradually as to permit the absorption of the people and the knowledge of the new types.

And yet, even before the period of the war, we had come to realize that the old methods were not adequate to meet the situation. The organizations were becoming so large and the business was becoming

so complicated that the personal touch and the knowledge of the developments so necessary for proper operation could not be maintained. The conditions of that period emphasized the importance of this situation, although the stress of the war gave no opportunity to rectify it.

Following the war the question was taken up actively. It had become particularly important because of the introduction of a large number of people lacking in training and in any background of our Bell traditions. Similarly, its importance had grown by reason of very rapid changes and developments which the war period had brought about in the telephone industry as well as in the general industrial situation.

It was felt that what was needed was not any change in our ideals and traditions, nor even a material change in methods or relations.

It was felt that what was needed was additional "machinery" to provide for the continuance of the desired ideals and traditions, the personal touch, and an increased knowledge of all phases of the business. It was also appreciated that this "machinery" could not be effective unless it met with the whole-hearted support of all interested and could be made one of the real factors of the general operation organization.

In the summer of 1919, it was suggested to the employees of the Long Lines Department that they work out and submit some plan which would carry along the relations which I think we all appreciated were most desirable. This suggestion resulted in many proposed plans, all of which had been worked out by the employees. To reduce the widely varied proposals to one workable plan that would be satisfactory to all concerned, delegates were selected by the employees to attend a conference in New York. The result of this convention was the formation of an Association and the adoption of a Constitution to cover its own functioning and its relations with the Department as a whole.

This Constitution was worked out by the employees' delegates; it was ratified by all of the employees comprising the Association; it was accepted by the management; and it became the foundation of our present Association.

In brief, this is the background and the answer to the first test: Where did we start?

Where are we now?

It seems to me that the Association has already provided in a marked degree for certain very desirable features. It has restored the personal touch between all those engaged in the business. It has given more opportunity than any other method for each one to learn more of the work of others, and particularly the relations of his own work to that of others.

In working out its own problems, it has given the employees a more comprehensive idea of the problems of management; and similarly, by placing those assigned to supervisory positions in closer contact with their own people, it has given the management a better understanding of the problems peculiar to the employee body.

Through the interest and activities of the Association itself have developed the greater individual interest and participation in the work of the Department as a whole and its relations with the other parts of the Bell System.

It has given an opportunity, through its meetings and conferences, for each of us to get a better knowledge of the entire business, and to appreciate more fully the value which every item must be given in order to produce the most satisfactory results.

It has permitted all of us to know more of how the business is progressing. It has furnished opportunities to learn of the various developments and their application to existing and future conditions. It has given us further opportunities to learn in

what ways the business can be operated so as to furnish the best service to the public, and what economies can be applied in order that this service may be given with a return which will ensure its continuance and expansion. It has given better opportunities for knowledge as to the distribution of operating expenses to revenues.

It has brought us to a further appreciation of the fact that the return to each individual has a direct bearing on that individual's ability to contribute to the earning power of the Department. It has taught us that the total of our relations as individuals with each other within the Department makes the relations between departments and within the Long Lines Department as a whole.

It has taught us that in our relations to the individual customer, we are determining the relations of the public as a whole toward the individual employee, and through him toward the Bell System. It has taught us that in all of this each individual has an obligation and a distinct part.

It has taught us that as telephone employees, we are directly engaged in raising the standard of the relations of public utilities to the public. It has shown us unmistakably that we are playing an important part in reaching the proper solution of the general industrial situation.

Through all of these things the Association relations have had the most direct bearing on the important result of helping in restoring our sense of proportion and giving our perspective a proper balance.

This is my opinion of "where we are now." It is a satisfaction to me, as I believe it will be to the members of the Association, that this opinion has been confirmed from many outside sources. This confirmation is indicated in the comments I have received from those in other industries engaged in solving the same problems and in the interest these people have shown in our methods and the results obtained.

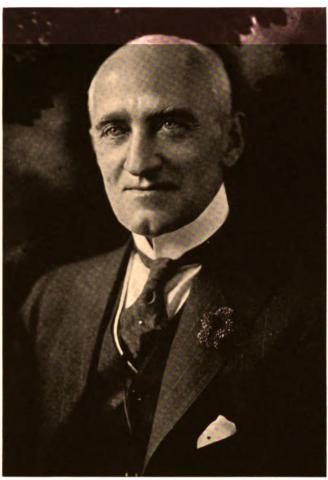
Where are we headed?

During the past three years I believe that we have established a sound foundation. I believe that we have come to realize the value of our Association relations. I believe that we appreciate the possibilities which they afford. I believe that we are not content to stop at this stage of our development. I be-

"THE ASSOCIATION relations have had the most direct bearing on the important result of helping in restoring our sense of proportion and giving our perspective a proper balance."

JANUARY, 1923 ONG INES

the general situation, in this particular instance can we not inquire: Where did we start? Where are we headed?"



A new photographic study of Mr. Stevenson

Copyright, Hayes, Detroit

lieve that we are all determined to continue our interest and our work to further realize these advantages and possibilities.

I believe that our experiences of the last three years indicate to us the desirable avenues of approach. I believe that our experiences show us the advantages of concentrating on the real essentials and the disadvantages of wasting time and effort on non-essentials. I believe we all have a better appreciation of our duties and obligations, a better conception of the part we each have to play in the work of the Department.

I believe we now realize that our interests are mutual and with a common knowledge

of the facts that the right solution can be found for any problem.

I believe that the work done by the Association in the revision of its Constitution, in preserving the principles, clarifying doubtful points and simplifying its operations, stands out as a marked example of our progress and a sure indication of future results.

I am confident that with the same spirit of co-operation, with the increasing knowledge of conditions and relations, with the building on the sound foundation now laid, we can all look into the new year—and the years to follow—with assurance as to the future benefits of our Association relations.



"Shook hands fifty men"

In Pastures New

Samples of Thoughts by Tenderfoot Technical Men on Entering Long Lines. Sketches by Miss A. P. Anderson, Chicago Plant

OT nice letter division engineer requesting my services right away Chicago. Wrote him. Said yes, but what must I do, what title do I get, how big is private office?

Got very polite letter division plant superintendent. Says no private office for awhile but nice title—Technical Employee. Don't have to do anything but look alive and keep eyes open. Sounds good. Always could keep eyes open, especially at night.

Arrived division office. Shook hands fifty

men. All have titles, mostly Technical Employee. Absorb much instructions how to build telephone line, how to fix batteries, how to tend furnace. Meet big man, loud voice, says here is suitcase full of forms, also twenty pencils (indelible), go out and be gang clerk. I tell him, I'm Technical Employee. He says no, gang clerk.

Get on train. Ride all night. Arrive Hoopstown. Walk six miles in country after gang. Carry suit-case. coming back.

Camp in small hotel, corner Main Street and R.R. track. Bell outside rings every time train leaves Chicago or Terre Haute. All night. Middle of night foreman pokes me. Says get up. Get breakfast. Wait 1½ hours while foreman hunts for truck.

Finds truck hitched near corner saloon. Start. Carry water. Didn't know linemen drank water. Carry big pole down R.R. track. Climb up ten feet on small pole. Spur slips. Slide down. Very unpleasant. Think telephone rates too low, considering work.

Sit up all night figuring feet copper wire, how much meals, where we go next. Telephone rates should be doubled. Next day sit on pole with lineman's test set. Man in Chicago sits at desk with soft chair and says how am I? I say fine. He says that's good, howya getting on? I say fine. He says

how do you stand the gaff? I say fine. He says are you enjoying your experience? I say fine.

"Fill out reports, requisitions, write polite letters"

Meet gang

Telegram says go Peoria right away. Arrive Peoria tell equipment foreman I'm gang clerk. He says no. I say, well anyway, Technical Employee. He says no, installer. Solder red-white-blue wires on 1-2-3 lugs. Solder green stripe red tracer, black ground on 4-5-6 lugs. Turn on juice.

It works! Foreman surprised. Me too.

Letter says go Cleveland report Mr. Harter. Get there, meet district inspector. He says you're clerk. I ask, gang clerk? He says no, just clerk.

Fill out reports, requisitions, write

polite letters. District inspector drops in. Says you're equipment attendant.

Test specific gravity chloride accumulator, wipe dust off coil racks, take small wrench and twist jiggers on relays. Go in district inspector's office, work on all sorts engineering reports, letters, investigations. Test transmission on lines Chicago, Akron, New York. Man comes in; says you transmission tester? I say sure, must be.

Go back Chicago, see division engineer. He says, Give you regular job now. I say what, gang clerk? He says no. I say, installer? No. Just clerk? No. Equip-

ment attendant? No. Transmission tester? He says no. I say I give up, what am I? He says you are now Technical Employee. I faint.

—C. T. S.



"Walk six miles in country after gang"

"I will never forget when I reported at the office on the first day. ... To my surprise, we were all called by name and made to feel quite at home. I really

began to like the work right there, because it seemed to me that the Company is interested in every one of its employees, and that is one impression that I have not changed."—H. K. K.

"One thing that is very noticeable to a new man is the brotherly feeling that exists in the Bell organization. There is a spirit of helpfulness and good fellowship that can be found anywhere from a cable gang to a department office. This means much to a new employee. . . ."—P. R. G.

"... We find every precaution taken to maintain the best of service whether it be in careful dismantling or the moving of poles so as not to disturb the telegraph service or getting up before daybreak to cut over circuits, in order to give them over to the public during the day."—H.F.P.

"Everywhere within the ranks of the telephone industry, one finds an honest desire for co-operation—co-operation to the fullest extent, in order that each succeeding year may expedite the realization of the goal. What is the goal? Can't you guess? One hundred per cent. service."—K. S. J.

"My first contact with the spirit back of the Bell System revealed to me by the members of the Long Lines Department has left a permanent mark on my mind. Analyzing this spirit as the spirit of good will, fellowship and earnest endeavor. I find it duplicated in all employees as I am brought into association with the different



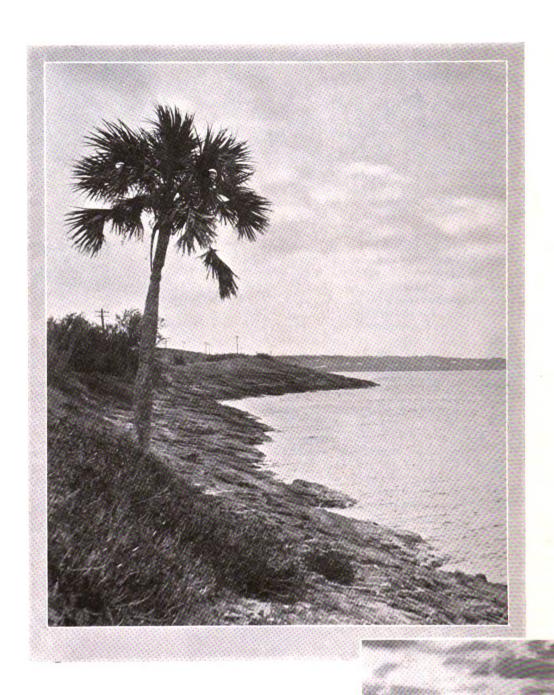
"Spur slips"

phases of telephone work."-W. C. S.

"All those with whom I was associated were ever willing and ready to help and never too busy to explain the how and why of what was done. Here, also, was encountered the boosting spirit of men treated fairly by the Company for which they worked."—G. L. R.

"After getting introduced to the methods of the Company, the college man was sent out on the outside work. He was told by the big boss that when it came to a job he was to get his pick, but the boss very carefully added, 'and shovel.'"—C. T. D.





A palm sentinel guards the shore of Shelly Bay—so called from the myriad tiny shells paving the bottom of the bay. Insert—Sunset trail across Hamilton Harbor



Bermuda and Back in Two Weeks

By R. T. Ambler, Commercial

T last the long looked for day arrived — one of those perfect days which come only in October, when the sun in all his glory seems to clothe the earth in more of beauty than at any other time, and when the air has that crisp freshness which sends the blood tingling through the veins, imparting new life and enthusiasm. On such a morning as this we bade friends farewell and amid the clang of bells and the toot of whistles we steamed out of the finest harbor in the world, passing the Statue of Liberty, through the Narrows. out into the ocean. Soon

we were out of sight of land. As we began to feel the motion of the swells we were constrained to say, in the words of the song: "Mr. Captain, stop the ship,

I want to get out and walk."

But it was too late then to change one's mind. So instead we looked about for the deck steward, procured a steamer chair and rug and settled down in a nice sunny spot protected from the wind, where we spent most of our time on shipboard.

As we chanced to be good sailors, our days were filled with pleasure. We chatted with newly made friends, or listened to the concerts. We watched the children play shuffle-board or scanned the horizon for the appearance of another ship, which always caused more or less commotion among those on deck. And so the days slipped by, all too soon. Before we realized it, there appeared upon the horizon a tiny speck, which at first might have been taken for a ship. But as it began to lengthen out we realized that we were getting our first



Kyber Pass through which the road stretches away until lost in the distance

glimpse of land. Pretty soon we took on the pilot.

As we were guided past many of the 365 islands (one for every day in the year) into Hamilton Harbor where we dropped anchor, we were enchanted with the fairyland that spread out before us. The wonderful clearness of the water reflected every shade of color from the sky and clouds. Tongue cannot describe nor artist paint this wonderful symphony in color that is to be found in the Bermudian waters. One never ceases to marvel

Automobiles are forbidden and, as there are many beautiful spots on the island that cannot

be reached by carriage, we hired bicycles and pedalled away on a tour of investigation and discovery. This is by far the best way to see Bermuda, since you do not have to await the hour of departure of the sightseeing bus. You can get an early start in the morning, visit any point of interest and remain as long as you wish.

The roads are cut out of the solid coral foundation upon which Bermuda is built. As there are few hills, the smooth roads are ideal for wheeling and give added zest to this healthful pastime. They make Bermuda the cyclists' delight. Everybody rides.

Gibb's Hills lighthouse is perhaps the best place to visit first. Here you get a splendid bird's eye view of the islands and fix in your mind the general layout of the land, which will be of service as you travel about.

The top of the lighthouse is 379 feet above sea level. What a sight it is that greets your eyes! From this point you get

a combination of land and sea: many beautiful little islands, rocked as it were, in a cradle whose appointments are of the most exquisite pastel shades of blue, green and lavender. There is one set of islands close by, which, from a height, resembles a pair of spectacles, and has been named Spectacle Islands.

On the south shore of Bermuda we found a beautiful rock bound bay. During a storm the waves dash against these rocks in wild fury and because of the force of the waves the place has been named "Hungry

Bay.'

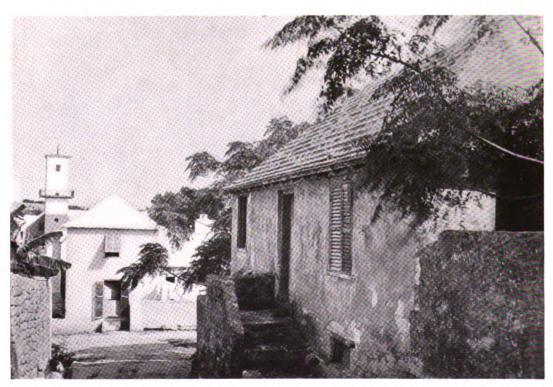
There is another wonderful spot, on Castle Harbor, which seemed to fit the name "Hungry Bay" even more than does the bay which has been so named. Here the sea, while not so rough, is constantly rushing back and forth upon the beautiful sandy beach and licking against the rocks. It swallows up the soft deposits of lime in the rocks, leaving in its track beautiful natural arches.

There are many sparkling beaches along the shores where you can bask in the sunshine or take a dip in the briny sea. For still water bathing nothing could surpass that to be found at the Isle-of-White. Elba Beach, on the south shore, furnishes much merriment for those who enjoy the boisterous surf.

We took a little trip out to Castle Harbor and visited the wonderful caves to be found there. The underground chambers, with their vaulted roofs and arched columns, filled us with awe and wonder as we saw the work of Nature's hand, still in the process of building these beautiful temples. The roofs are hung with the wonderful stalactites and the floors are paved with the crystalline stalagmites, which rise to meet the stalactites, making the whole resemble a great pipe organ.

In the center of one of these caves is a beautiful lake of turquoise tinge, the water being about 30 feet deep and so clear as to show the white sandy bottom. Some of the limestone formations resemble famous personages—the "virginal bust of Shakespeare," set like a cameo in the rock; and at another place a very good likeness of our old friend, Santa Claus. No words can give an adequate idea of the beauty of these caves.

(Continued on page 45)



The oldest house in St. Georges, on the right, looks good for another hundred years, at least. A painting, almost the exact duplicate of this photograph, hangs in the Metropolitan Museum of Art, New York

To Be Or Not To Be?

Would-Be Operators Get An Answer to Hamlet's Query. By Miss H.E. Waterman, New York Traffic

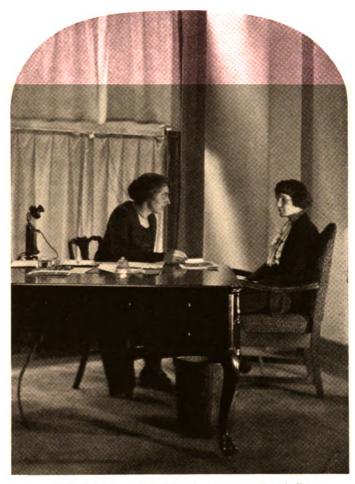
THE function of any employment office is to provide in sufficient numbers, at the required time, people who are best adapted to the business or industry in question. Since the employment manager, personnel director, or whatever title is used, emerged from the turmoil of industrial conditions during the war, countless books and magazine articles have appeared to tell him what his problems are and how to work them out. Every business has conditions peculiar to itself, however,

which require particular qualifications on

the part of its employees.

The first steps in our intercourse with applicants are more properly eliminating rather than selecting. During the few words of greeting and of starting the applicant to fill out the application form, the interviewer is watching for an accent or any faulty enunciation which will disqualify the applicant for telephone work. A generally untidy appearance and lack of cleanliness usually keep the applicant from getting beyond the preliminary interview.

The application card is the next eliminator, for from this we find out whether the applicant meets our age, education and citizenship requirements and also whether she is willing to work nights, evenings, Sundays and holidays. Another matter of importance is the address of the applicant,



"The interviewer is seeking the answers to five vitally important questions"

since the distance which she has to travel and the nature of the transportation service may affect her reporting punctually on our various tours, especially the divided tour, or on Sundays and holidays. An hour's traveling distance from the office is generally the maximum which we consider. Any factor which may affect regular attendance or punctuality must be most carefully investigated, for these bear directly on the kind of service that we are able to give.

If the applicant's previous employment record shows that she has worked in several places for short periods at a time, she may belong to another class of risks, the "floater." There is a type of girl who desires a change every so often and she is a particularly poor selection for telephone work because she will barely have learned

operating before the wanderlust will seize her again and she will leave us. Careful investigation of her reasons for leaving each place of employment are necessary and even then it is often difficult to judge.

In the following case, however, it required little time to make a decision as to the applicant's fitness. She had failed to give a reason for leaving her previous position on the application form, but when questioned, gave the following explanation: "Well, you see, I had a heavy date last Friday night and didn't get home 'til late so I was tired next morning and didn't go in. I knew he (meaning her employer) wouldn't like it so I just decided I wouldn't go back at all." She was offering such a sense of responsibility to a vocation one of the prime requirements of which is reliability in the matter of attendance on the part of those engaging in it.

Those applicants who survive the first interview are ready for the tests—spelling, arithmetic and mental. If the applicant makes a low grade in all of them, the chances of her being considered further are few. However, the thought of taking a test will sometimes make the applicant nervous and she will not be able to do her best. The examiner, if she is alert, can usually detect such a case and due allowance will be made when the applicant is otherwise desirable.

The physical examination eliminates still further, sometimes unconditionally, sometimes only until minor dental difficulties, throat troubles, etc., are cleared up.

The applicant who meets the tests and requirements outlined above comes next to the final interview, not as a successful candidate for employment but only as one without those ineptitudes for telephone work which are more or less obvious or measurable. Those which lie below the surface and which the application form, the tests and the physical examination have not disclosed, must be dealt with entirely by the judgment of the interviewer.

In her search for an accurate estimate of the applicant's fitness for telephone work, the interviewer is seeking the answer to five vitally important questions: Is she naturally pleasant and courteous? What are her moral qualities? Can she learn telephone operating readily? What will be her worth or value as a candidate for supervisor, assistant chief operator or chief operator? Will she stay?

Every interviewer will probably find her

answers to these questions in a different manner—by different questions and different methods of drawing the applicant out. But in some way she must answer these questions to her own satisfaction before either accepting or rejecting her applicant. In this interview, too, hours, salary, conditions of work, etc., should be clearly explained, for there are two things which are being considered: the applicant's fitness for the work and her willingness to accept the conditions offered.

The process of selection is not entirely completed until the welfare supervisor has visited the applicant's home, observed its environments and accessibility, satisfied herself that she has given us her true story and at the same time made sure that the parents understand and agree to the hours of work and other conditions.

It has been said previously that every business has conditions peculiar to itself which require particular qualifications of its employees. Because of this we are able to do more than select for our own business. Frequently we can help to place a girl in a position in which the things that have disqualified her for telephone work do not count.

Two cases come to mind to illustrate this. One is that of a widow, older than we generally consider for our work, with two children whom she could not leave alone evenings or at night. She had had previous experience as a switchboard operator and we were able to recommend her for a private board. Another case was that of a Polish girl of a fine type whom we would have been glad to consider but for her pronounced accent. This is not a handicap in clerical work and we directed her to an office where clerical help was needed. If there had been a vacancy in our diningroom force or that of the local company at that time, we could have recommended her for this work.

It is the element of uncertainty, of watching the results of one's judgment; in short, the ever-challenging study of human nature that lifts employment work from the level of mere routine and introduces something of the "sporting" element. Right here we can't resist mentioning that we have a dream, a wild, wild dream that of course never will come true. But if it ever should, we are going to send for Briggs and have him translate our feelings with all the embellishments of which he is capable and the

(Continued on page 40)

Section Lineman F. A. Hursey (on the right) of Jackson, Mich.,



and his helper, D. D. Hance, who paid a debt to the Michigan Central

AST March the Michigan Central Railroad Company's Detroit wire chiefs rendered us a kindness which left District 45 feeling much obligated. Our railroad friends considered their act a small favor, but it paved the way to saving one half day's time restoring our service over the Detroit -Kalamazoo line through approximately two dozen line breaks.

All spring and summer we kept wondering how we could return the compliment.

But as this involved doing something to benefit the railroad company itself as well as to please our friends with that Company, we did not find any way to completely meet these conditions; and we regretfully concluded our opportunity to balance up that Michigan Central Railroad account had passed.

Our district line inspector took me on a four day trip over our lines this fall to view the work of several division gangs, and of our section linemen who were out on the lines, making fall repairs.

On the last day of our trip we came across Section Lineman Frank A. Hursey of Jackson, Mich., and his helper, David D. Hance. They were pleased to find us

Getting Even

A Contrib Signing Himself "Nearly New" Tells How Section Lineman Hursey and His Helper, Hance, Unknowingly Repaid a Long Lines Department Obligation waiting, but disliked our explanation about our long drive ahead which required leaving them at once, and they convinced us that their standing at the farmhouse, where they had engaged dinner for but two, permitted bringing us along.

The farmer's wife, the farmer and we four Long Lines men spent a pleasant half hour at dinner and then another half hour along the farmer's property, discussing some trees we believed endangered the line. Hursey had so many propositions to talk about con-

cerning his work that the hour was not devoted so much to any lunch period as to Company business. The section lineman and his helper talked about most everything pertaining to their movements and their work.

One week later we received a letter from J. J. Ross, Superintendent of Telegraph of the Michigan Central Railroad, followed by a similar letter from G. E. Sharp, Division Plant Superintendent of the Western Union Company. Keeping in mind our obligation to the railroad company, you will better appreciate this quotation from Mr. Ross' letter.

"On the night of October 19 a large hay barn burned at Chelsea, taking down two of our Michigan Central main line poles over our tracks with all wires, and your two linemen, Frank A. Hursey and D. D. Hance, who happened to be over night at Chelsea, materially assisted us in getting service restored. This kindness on the part of your men is very much appreciated and if there is any expense connected with it, will you please make a bill against us and the Western Union Telegraph Company?"

Mr. Sharpe's letter conveys the same appreciation. Mr. Ross deemed this act so noteworthy that he sent copies of his letter to others, including the Michigan

State Telephone Company.

How many complimentary things could we not say about this act of Hursey and Hance. Few of us, having done such a fine thing as they did would fail to mention it to our superiors if they happened along the next day. Some of us might have made the loss of sleep a basis for letting down a bit the next day upon our regular work. Not many of us would have spent the best part of our lunch time the following day devising ways and means to cut down several more trees before nightfall, so as to save the Company the expense of a special trip to do that work later on.

District 45 is mighty proud of Hursey and Hance. As Hursey received most of his training with the division and in another district, we are confident his former teachers and associates, and also those of Hance, will take pride in the manner in which these men voluntarily went to the aid of the Michigan Central and the Western Union, and at the same time, all unconsciously, enabled District 45 to balance up its long standing obligation.

To me this act peculiarly illustrates a most liberal idea of personal sacrifice in devotion to the ideal of Public Service.

The Most Appreciated Letter We Ever Got from Gawgia

Y dear Long Lines: I wish to take this opportunity to tell you how much I appreciate your visits to this portion of the Long Lines Department. I have always felt that the strongest bonds of sympathy outside of family relations should be those uniting working people and you are doing a good job along that line by giving each one of us a broader view and a better idea of what it means to be a member of the Long Lines family.

When you started out you added one more cog in the wheels of progress, in so far as industrial relations are concerned, for you have established a means of communication that has far more beneficial effect on the members of the organization because you are more accessible to all Long Lines people.

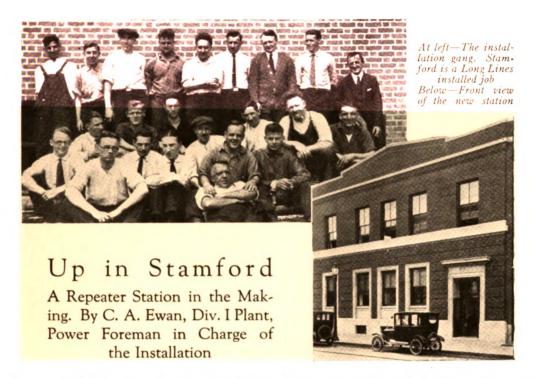
While you have accomplished big things, you will be a bigger help to us in the year to come for your influence is being felt more and more with each visit.

Once in a while some one may throw a brick at you, but don't worry—just think about the old apple tree in the orchard that has all the clubs stuck in the branches and the other trees have none; then you will understand that anything bearing fruit must expect such treatment.

So far you have been able to paddle your own canoe, and I do not have any doubt but that you can maintain your high standards and I hope everyone feels free to send you a message to carry to all parts of our Long Lines.

I want to tell you that in so far as I have been able to find out the whole bunch are with you and always look forward to your visits with much pleasure.—Yours truly,

G. A. Richardson, Atlanta.



OST of us in the telephone business have seen a complete repeater station. But it is the privilege of few to see the station in the making; and until one sees the step by step construction methods it is hard to realize the details and difficulties met with.

At Stamford, Conn., we have a station in the making. The building is a two-story brick building, built for the Southern New England Company and designed to be extended for three additional floors and growth to the rear.

The first floor of the building is now occupied by the Southern New England Company's commercial offices and the basement and second floor are layouts for the new Long Lines repeater station. Stamford was installed by the Division 1 Plant from Western Electric Company specifications. It will have an initial layout of 85 two wire and eleven four wire telephone repeaters and the associated equipment. In the basement will be located the batteries, gas engine and charging equipment, with the floating equipment and power control panels, telephone repeaters and associated apparatus on the second floor.

As the building in which the installation was to be made was under construction, it was possible to install the large amount of power conduit and the beam clamps in the floors, walls and ceilings before the concrete was poured.

The first step necessary on an installation of this nature is the protection of walls and floors and the erection of shelves for the storing of apparatus during the course of installation. The walls are protected by building a light wooden frame work to the height of about six feet and covering them with fire proof muslin. The floors are covered with one layer of resin sized sheathing paper and one layer of rubberoid roofing paper.

The next step is the bringing into the building of the equipment, which in this case consisted of several carloads packed in anything from an envelope of a few ounces to the gas engine weighing over three tons.

One of the most important parts of this work is the opening of the cases and keeping a complete record of every one of the thousands of parts of equipment received so that a shortage report may be gotten up and sent to the suppliers. They can check this to see if the material has not been shipped or if it has been lost in transportation. The following of this shortage is very important, as a very small item may seriously hamper the completion of the work.

The superstructure is close to the ceiling. This superstructure consists of two by one-half inch rolled steel bars suspended from the beam clamps by threaded rods and clips. From this general network of superstructure is suspended all other iron work and scaffolding. As soon as it is completed the job is ready for cabling.

Lead covered cable is the standard type used on this installation and is located on the racks in a definite position as authorized by the engineers. Care has to be taken to see that all cables are fitted as smoothly as possible without kinks and that they do not overlap into space required for future cables.

The running of lead cable is an art in itself and cannot be rushed. Each inch of cable has to be worked down in its proper location on the cable racks.

The stripping, butting and waxing of the conductors follow their installation and the wireman proceeds with forming out of the conductors at the various pieces of

apparatus. The waxing is done by diping the conductors into beeswax compound heated to a temperature of approximately 270 degrees. This removes all the moisture. Upon completion of the forms several coats of shellac are added to prevent further moisture from penetrating the insulation. The telephone practice today has developed to such a point that completed circuits are often assembled on a panel, wired by the shop and shipped to the job ready for mounting. These panels are mounted on relay racks and connected to the cables by means of a terminal

block mounted at the top of the rack.

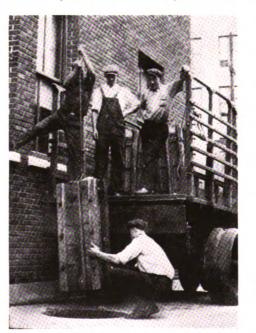
The power plant consists of two 24-volt and two 130-volt batteries with one 600 ampere, 24-volt generator and one tenampere, 180-volt generator, driven by a horizontal 35 horse-power gas engine for charging the batteries. In addition there are three 50-ampere, 30-volt rectifiers and one five-ampere, 180-volt motor generator for floating the office load through the

batteries, thereby maintaining a constant voltage at the fuse panels at all times.

The Stamford installation has an outstanding feature, namely, the 24-volt batteries are equipped with 37 type H Exide plates installed in H43 chloride-accumulator lead-lined tanks, thereby leaving space for future growth of nearly one hundred per cent. This is the first Exide battery of this magnitude installed in the Long Lines plant, and is closely watched by the battery manufacturer and also our own engineers.

After the installation is completed it is put through various tests by our own construction forces and the engineers before turning the office over for service. In the mean time the outside cable department is busy bringing the outside cables into the building and connecting them to the main frame protectors, where their work ends.

We have endeavored to give to the readers of Long Lines a brief outline of some of the work to be performed in an installation of this kind without going into the difficulties encountered. Stamford is one of the model telephone repeater stations of the telephone plant. It was installed and put into service in approximately six months.

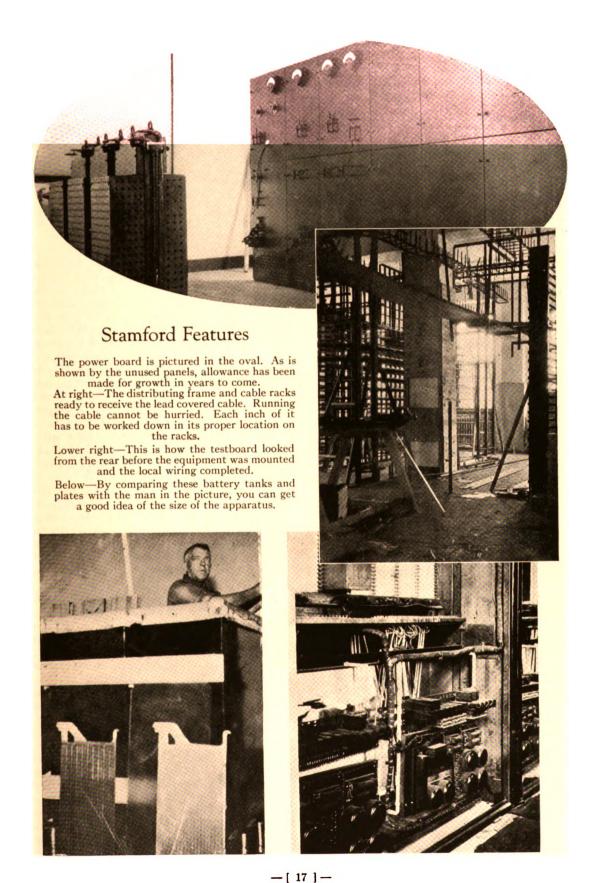


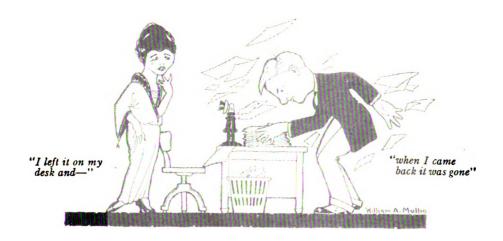
It was a ticklish proposition to lower the battery plates into the basement. Each of the crates weighed 600 pounds

About 6 p. m. one day last summer, a number of our wires in Ohio became noisy but the lineman failed to find any cause and the trouble cleared out. At about the same time the fol-

lowing day this trouble recurred and again cleared out in about half an hour.

The next evening the lineman patrolled the line in the vicinity where the trouble tested and found a man sprinkling the street was holding the hose so that the stream of water went up into our wires, thereby partially crossing and grounding them. The lineman politely explained the bad effect. The trouble disappeared.—L. J. H.





FILES ON PARADE

A Melodrama in Three Simultaneous Acts, by Miss A. M. Hinnau, Engineering

IME: About 4:30 p. m. any day or year. Place: Long Lines Engineering Department. Characters: Three FILE CLERKS; Three TELE-PHONE ENGINEERS. (If you recognize yourself, say nothing. We'll keep it dark.—Author.)

Act I

1st FILE CLERK is busy writing as 1st Engineer enters.

1st Engineer (approaching with a twitter or two): I want something, but I don't know what I want.

1st FILE CLERK (with a forced laugh. She's heard this before): Well, we've lots in stock; take your pick: cables, carrier current, telephone repeaters, switchboards, supplies—

1ST ENGINEER: It might be switch-boards. Let me see the cards on switch-boards.

1st File Clerk (taking out cards): There are an awful lot. Can't I help you?

1st Engineer (beginning to turn the cards over, one by one—in a tone of dismissal) I don't know how it would be filed.

1st FILE CLERK resumes her writing. Engineer continues to turn cards. He puts back one batch, consults index, and takes out another. Half an hour passes.)

1st FILE CLERK (looking up and startled to see Engineer still at it): Haven't you found it? If you could only tell me some-

thing about what you want. Was the work done at any particular station?

1ST ENGINEER: Um—Baltimore, I guess it would be. (*He continues frantically turning cards*.) I think Mr. Jones sent a letter through on it last week.

1ST FILE CLERK: Mr. Jones? (Mr. J. is a prolific letter writer). Um— (She consults another part of the index.) Did it have anything to do with installing some switchboards removed from Washington?

1st Engineer: It might have.

1st File Clerk: I think this is what you want. It's under "Supplies—Washington"—(She goes to cabinet and gets folder. Engineer looks doubtful—hopeful—positively joyous.)

1ST ENGINEER: I've got it! Charge this up to the boss, will you, he's waiting for it.

Exit Engineer, beaming, with folder clasped to his breast.)

(Note: This doesn't always end so happily. Sometimes we're not so smart as we think.)

Act II

2ND FILE CLERK is busy assorting mail and answering telephone. 2ND ENGINEER has been standing behind her chair for ten minutes.

2ND FILE CLERK (suddenly observing 2ND ENGINEER): Oh, I didn't see you come in. Have you been there long? (Telephone rings. She answers it.) File Room. File

1234-56? Yes, it's here. Do you want it? Who is this? No, who are you? All right. (To 2ND ENGINEER): Can I get something for you? (She gets up. Telephone rings. She answers it.) File room. No, there's nobody by that name in this department. I don't see the name in the directory. (To 2ND ENGINEER): What number do you want? (Telephone rings. She answers it.) File room. 12345-67? That's a drawing, not correspondence, but I'll send it to you.

2ND ENGINEER: File number 9876-54.
2ND FILE CLERK: I— (Telephone rings. She answers it.) File room. 1024-24, 1025-25, etc. (She takes down a list a page long. To 2ND ENGINEER): I sent that— (Telephone rings. She answers it.) File room. 1234-56? No, I haven't had time to get it out. I'll send it right in. (To 2ND ENGINEER): I sent that out to you just before you came in. It must have passed you on the way.

(Exit 2ND ENGINEER, hastily. Telephone rings---)

Act III

Enter 3RD ENGINEER on a run. Rushes up to 3RD FILE CLERK.

3RD ENGINEER: I've lost an important letter. Have you seen it?

3RD FILE CLERK: What's it about?

3RD ENGINEER: Provisional estimate—1923—from Mr. Smith, about a week ago. Very important. I left it on my desk when I went out to lunch. When I came back it was gone. (Attacks a stack of letters on 3RD FILE CLERK's desk.) Is it with these papers?

(3RD FILE CLERK and 3RD ENGINEER go through all the papers on all the desks in the room.)

3RD ENGINEER: Well, I must have it. Immediately. Will you see what you can do to find it? Go all through the department if you have to.

(Curtain is lowered for three minutes to indicate lapse of half hour, while 3RD FILE CLERK scours the department from end to end. As it rises again 3RD FILE CLERK is seen returning dejectedly. Suddenly she spies a slip of paper that has been stuck under her phone.)

3RD FILE CLERK (reading): "Found letter mixed up with some personal correspondence in my desk. Can't imagine who put it there."

(A church clock without strikes five. There's a noise of a grand rush, and slamming of locker doors. Three FILE CLERKS sink abandonedly into their chairs.)

CURTAIN

HANDS

F all our external organs, not even excepting the eyes, the hands are the most important and should have the greatest amount of attention paid to them to preserve their usefulness and their cleanliness. A good looking hand is as much an object of bodily beauty as good looking hair or good looking teeth.

Many of the habits of childhood we carry all the rest of our lives. A baby is ever and anon trying to stuff his hands in his mouth. Did you ever notice how often grown-ups place their fingers in or near their mouths?

In most occupations hands will get dirty; and good, honest, frank dirt during the time of toil should be no cause for shame. But there are times when hands should be washed:

Whenever you are about to sit down at leisure or to visit with others, wash your hands, even though they may seem clean, so that if you must revert to the habits of babyhood, you will not carry anything to your mouth.

Wash your hands before you eat even though they may appear clean, in order that you don't add anything to your diet of which you are not aware and for which you are not planning.

We meet the world with a hand-shake and we do the work of the world with our hands and we meet uncleanliness everywhere. What other people's hands have carried your hands are going to share.

Do your work, get your hands soiled, but WASH them. Get the hand washing habit. And remember not to go back to the habits of babyhood too often.

Watson.

Medical Director

THE CLAN McCOMSEY

Six Brothers Who at One Time Were in Long Lines Plant—Four Still in the Service

EING a member of two families does not appear to be logical reasoning, but that is exactly the case of four-and until within the last year or so, five—of the McComsey brothers, all of the Long Lines Department. Prior to July 10, 1901, the Bell family was as unknown to me as the Greek alphabet and following the plow down in the southern part of Lancaster County, Pa., constituted my chief outdoor sport. About that time Foreman Henry Huntington came through the old home town and my visions of seeing the country materialized. Upon application I was promptly engaged as water boy at the enormous salary of \$25 per month and keep, building the Philadelphia-Chicago

In November of 1901 the line was completed and I was forthwith returned to the farm. The next February a severe sleet storm literally stripped the wires and crossarms from the new P-C line and I was re-engaged to work on the break under Foreman C. E. Boarman as lineman. After the break had been cleared up I spent about ten months with the various section linemen in the Philadelphia district clearing troubles, chasing wire thieves, and doing similar duties.

Foreman J. S. McGinnis was located in the vicinity of Newark, N. J., in December of 1902 and I was transferred to his gang. At that time my brother Leonard A. (usually referred to as "Kid") joined McGinnis and started digging holes. Both of us remained in this gang until May of 1904. During that time, or about December, 1903, another of the McComsey's joined the Bell family. This was Charles F., otherwise known as "Red."

At that time I was detached from Foreman McGinnis and installed open wire loading coils from Pittsburgh into Chicago until August, 1904, at which time I had the job of watching dead wires on the New York-Point Pleasant line before it was placed in service. This lasted until March, 1905 when I was transferred to Foreman E. H. Ward where I rejoined brothers Kid and Red in that gang.

Various jobs intervened between that time

and October 19, 1905, when I was transferred to the late W. J. Foster and placed as assistant foreman. For practically the entire period up to December, 1916, I was engaged with the Chief doing either cable or line work except for a short period between June, 1915, and February of 1916, when I was in charge of a line gang in the Chicago division.

Meantime Kid had followed me into the cable game, while Red had gone into the Southern Division. About 1908, when Red was running a gang in the South, he called on another of the McComsey clan—John R.—and took him along to the "sunny." Two years later Edgar A. joined Red in the South and was later transferred to me while working on the Hartford-Providence "A" cable. In 1912 Leander, the baby of the family, also joined the cable forces. While engaged on the electrification of the Pennsylvania railroad during 1915, Leander died in Philadelphia.

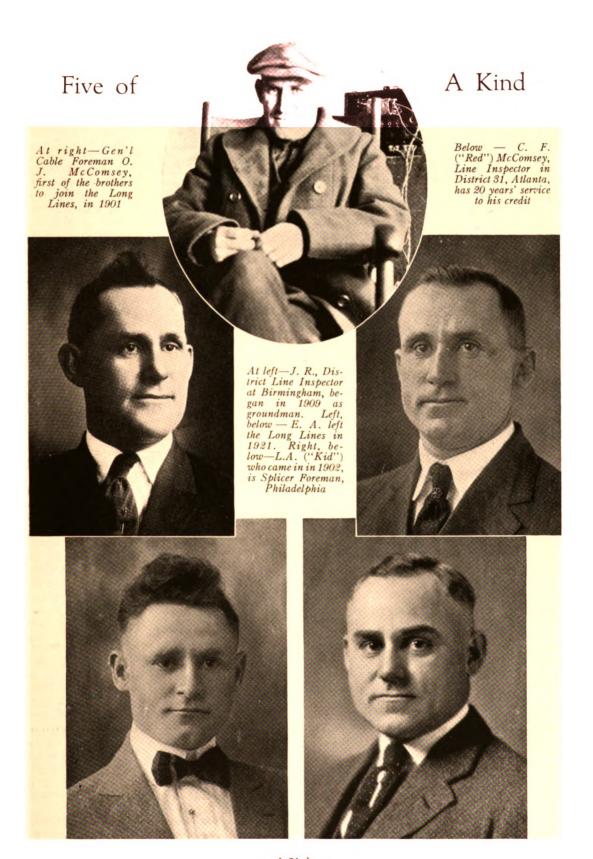
During the war, when cable construction reached the peak, Kid became an assistant cable foreman and in 1920 was promoted to a foremanship. In May of 1921 I succeeded Mr. Foster as general cable foreman.

Edgar A. recently left the service to take up farming at the old homestead, while both Red and John remain in the South as district line inspectors at Atlanta and Birmingham respectively.—O. J. McC.

•

I first started to work for this Company December 26, 1902, reporting to Line Foreman J. S. McGinnis to work as a groundman or "grunt," as men doing this kind of work were then called. As I was but 17 years old the men nicknamed me "Kid" and the name still sticks to me.

I worked for Mr. McGinnis until December, 1904, being promoted to lineman in the meantime. I was then transferred to Line Foreman E. H. Ward and worked under him until May, 1905, when I was transferred to Mr. Benjamin Johnson. In the fall of 1905 I was again transferred, this time to Cable Foreman W. J. Foster,



who had charge of the first cable gang organized, and worked under him until early in the fall of 1908 as a cable splicer.

I was then transferred to Atlanta, Ga., and stayed there until the spring of 1911 working as lineman, cable splicer and line foreman, under E. H. Ward, then Division Supervisor of Lines. In the spring of 1911 I returned to W. J. Foster as a cable splicer and have been in the cable organization ever since, being promoted to assistant foreman in 1916 and to splicer foreman in January, 1920.—L. A. McC.

It was in the fall of 1903 when I left my home at Unicorn, Pa., and joined J. S. McGinnis' gang at Ludlow, Mass. I accepted a position as groundman at \$25 per month. We worked in the vicinity of Springfield, Mass., until about Christmas, then moved to New Jersey, stringing wire to Camden. Upon completion of our wire stringing job this gang was shipped to Charlotte, N. C. I was left at Philadelphia to report to Mr. McKay as relief section lineman during vacation period. McGinnis' gang returned from the South to Poughkeepsie, N. Y., at which place I rejoined the gang and started wire stringing on the Poughkeepsie-Scranton route. This was in the fall of 1904.

My brother L. A. and myself decided to go home for Christmas. The day after Christmas we joined E. H. Ward's gang at Harrisburg, Pa., and put in a greater part of the winter in this vicinity. In the spring of 1905 we moved to Elmira, N. Y.

In the middle of the summer we were going to build the Warren-Buffalo line, and I was detailed to handle the clearing of the right of way and was given the title of Acting Assistant Foreman at a salary of \$45 per month. By January, 1906, we had completed the new line to a point near Gawanda, N. Y. Shortly afterward we reduced our force to approximately 25 men and moved to Hattiesburg, Miss. After this job was completed we strung wire from Mobile, reaching Washington about December 25, 1906. From there we were moved to Baltimore, where I was given the title of assistant foreman.

Our next job was stringing wire from Baltimore to Wilmington, Del. After completing this job we moved to Lynchburg, Va., and built what was known as the "cut-off" around Lynchburg. Before com-

pleting this work we were called to Atlanta on a sleet storm, then to Columbia, S. C. and back to Lynchburg.

I was called away from the gang about June, 1908, to take up a pole replacement inspection on the Lynchburg-Savannah line, starting at Savannah, Ga. Here I first met T. G. Miller. I guess he got enough of pole replacement inspection, as I have never seen him in this division since, although he has been in the division, but not inspecting juniper poles in the vicinity of Savannah.

When I returned to Foreman Keesey's gang near Atlanta, Keesey was appointed general foreman and I was given the title of foreman and took over his gang, which position I held until the fall of 1911. At that time I was appointed line inspector, District 34, at Birmingham, Ala., under W. H. Barnes, D.P.S. After serving under him for about one year I was transferred back to Division 3 and was promoted to general foreman. In the fall of 1919 I was transferred to District 31 as line inspector under J. H. Gibbs, which position I hold at present.

In November I completed 19 years service with the A. T. and T. Company with no break in my service record.

-C. F. McC.

•

Starting in Savannah, Ga., February 23, 1909, I worked as groundman and lineman until December, 1910, at which time I was made assistant foreman, under Foreman C. F. McComsey. I remained as assistant foreman until July, 1911, at which time I was called to make a pole replacement inspection on the Petersburg-Denmark line, starting on July 14 and completing it September 28, 1911, a distance of 389 miles and inspecting a total of 15,595 poles.

Upon completion of this job, I was ordered to Birmingham, Ala., to organize a gang to re-insulate the Birmingham-New Orleans line from Birmingham to Tuscaloosa, Ala. Upon meeting Foreman Parker at Tuscaloosa, who was insulating from Meridian, Miss., north, I was ordered to Meridian to work a pole replacement estimate between Livingston, Ala. and Meridian, being promoted from assistant foreman to foreman, under Division Supervisor of Lines S. H. Ward.

In May, 1915, I took a station at Mont-(Continued on page 45)



Rare Old, Fair Old, Days

"PERHAPS." This word, with an enigmatic smile, is the reply a woman Pioneer usually gives your request for a photograph of herself back in the early

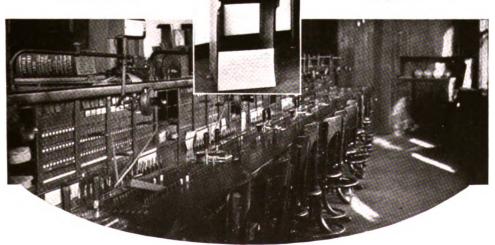
days. And that's about as far as you get. As a result, pictures of our pioneer operators are few and far between.

So we send an extra hearty

Insert — Switchboard of 1887, in the days of the grounded lines antedating metallic circuits "thank you" to the friends in the field who made it possible for *Long Lines* to offer its readers this and the succeeding three pages showing Traffic conditions in bygone times.

(Plant will be featured shortly.) Our regret is that many of the photographs sent in were so marred by age or other defects that we couldn't use them.

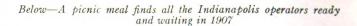
Below—Buffalo has grown a bit since 1905, when its operators were housed in these quarters







"Where did you get that hat?" might well have been sung to this crew of Middle Westerners. Below-People didn't get in each other's way in Newtown Square in 1906



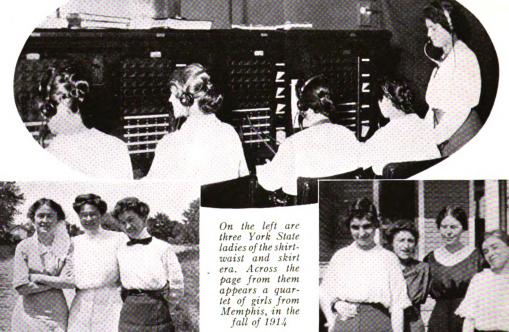




As antiquated as the wallpaper covering the Morrell Park rest room appear the styles of dress and coiffures of this "chain gang". Those were the days of high collars, loose sleeves and fearful and wonderful hair creations



The difference in the equipment used formerly, and that of the present day, is not so apparent at first glance. It is there, however, and may be distinguished in this view of the Evansville, Ind., operating room shown below



Below—Another and quite a distinguished, training class—this one was for chief operators in New York, back in November, 1913



Ole Reliable's Understudy

INES may close, trains may stop, but Phoneton must have its bus. Just now we are welcoming the successor to Ole Reliable who, after more than 150,000 miles of rambling, has gone to the used car Happy Hunting Ground. Our new one, however, is almost his twin and, we're sure, will live up to the good reputation its predecessor acquired, during four years of most exacting service.

We Traffic folks sure appreciate the bus on these winter mornings when a six-mile ride in an open car, even with all the curtains on, would prove quite frosty. Yes, decidedly so, when one remembers how the bus got hung up in a snowdrift one winter night and another time when it required five hours of snow fighting to make the trip from Phoneton to Tippecanoe City.

Our little flivver is all right when the sun shines. But when the clouds gather 'round and the snow begins to fly, we're glad that Ole Reliable's successor is on the job!

-Anon., Traffic.

Shifts in the Line-up

Traffic — Philadelphia: Mabel Boyle, Senior Operator, to Supervisor, Dec. 4; Margaret M. MacDonald, Senior Operator, to Supervisor, Dec. 4; Mildred Newman, Senior Operator, to Supervisor, Dec. 4; Marion E. Ridgley, Operator, to Supervisor, Dec. 4; Matilda H. Deacon,

Supervisor, to Assistant Chief Operator, Dec. 4; Mary C. Morley, Operator, to Supervisor, Dec. 4. Pittsburgh: Catherine A. Kerr, Clerk, to Assistant Traffic Supervisor, Dec. 4; Anna Ring, Senior Operator, to Operating Room Instructor, Dec. 4. Chicago: F. W. Bora, Service Supervisor, District Office, to Division Traffic Supervisor, Dec. 1; E. W. Lee, Traffic Supervisor, to Service Supervisor, Dec. 1.

Ella R. Dressler, Senior Operator, Milwaukee, to Supervisor, Dec. 4; Lottie Drageser, Evening Chief Operator, Cleveland, to Division Service Observer, Nov. 1; Anna O. Foshey, Senior Operator, Detroit, to Supervisor, Nov. 6; Nellie J. Squires, Senior Operator, Detroit, to Supervisor, Nov. 6: Mamie Koverman, Supervisor, Cincinnati, to Welfare Supervisor, Dec. 4; Mary E. Lewis, Instructor, Cleveland, to Welfare Supervisor, Nov. 15; R. I. Mabbs, Division Traffic Engineer, St. Louis, transferred to the Department of Operation and Engineering at New York, Dec. 1; H. L. Hosford, Traffic Supervisor, St. Louis, to Division Traffic Engineer, Dec. 4; F. E. Maroney, District Traffic Chief, Southwestern Bell Telephone Company, Sedalia, Mo., has been made Traffic Supervisor at our St. Louis office, Dec. 4. Blanche L. Connell, for several years a member of the

> General Traffic stenographic force, is now acting as Secretary to L. S. Murphy, Assistant to Director.

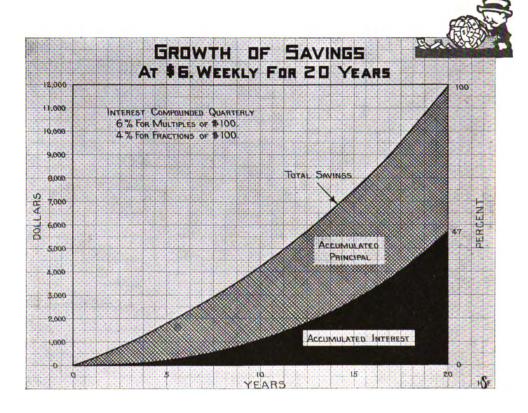
New York: Mary E. Clerk, to Cornell, Welfare Supervisor; Helen M. Peterson, Supervisor, to Assistant Chief Operator; May F. Reilly, Supervisor, to Assistant Instructor; Hester E. Travis, Operator, to Assistant Instructor; Grace Wadsworth, Emp. Supervisor, to Assistant Traffic Supervisor; Anna Williams, Operator, to Service Operator; Helen D. Loucks, Supervisor, Lansing-burg, to Chief Operator; Sadie M. Henderson, Instructor, Providence, to Chief

Instructor; Florence I. Keating, Supervisor, Boston, to Evening Chief Operator, Louisville: Laura E. Burt, Senior Operator, to Supervisor, Dec. 4; Bertie Lear, Senior Operator, to Supervisor, Dec. 4.

Plant—N. O. Anderson, Chief Equipment Man, Phoneton, Ohio, to Cincinnati, Dec. 1; H. F. Fillingame, Equipment Attendant, Elkton, Md., to Chief Testboard Man, Dec. 4.



This threesome from Wichita, Kan., said they were all in from a hike in the country when the camera clicked. You would never guess it



It's Hard to Start, But—

Two Pennies Will Grow Where One Grew Before, If You Will Just Give 'Em a Chance

By H. S. Farnham, Accounting

EAR Uncle Paul: Do you remember that you told me last summer to come to you if I ever wanted help? Well, I've come now with some questions which have been bothering me for some time.

I have a few dollars in a savings bank, and I am wondering if I can't put it somewhere so that I can get more than my little 4 per cent. interest. One of the girls in our office has bought 50 shares of a new mining stock, Consolidated Metal and Refining, and she wants me to get some. She says it only costs a dollar a share, and pays five cents dividend on each share every three months.

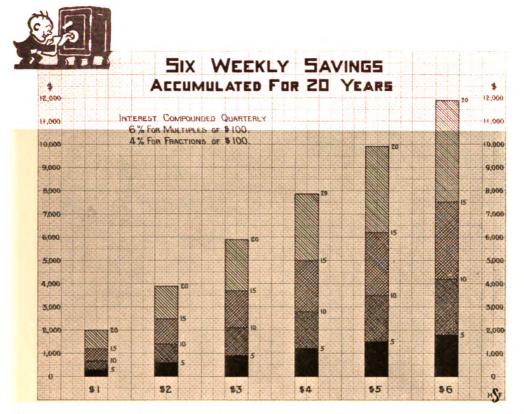
In five years we would have back all our money, and then it would be clear profit. I asked Father about it, and he said: "Forget all about such stuff." But then you know Father is so old-fashioned. He has always been poor because he would

never take a chance on a single thing.

We have been swamped with letters lately, circulars and magazine articles urging people to save. One girl is saving by subscribing to telephone stock on the instalment plan. She gets 8 per cent. or double the savings bank's rate, on all her savings.

Now, really, Uncle Paul, I want to save all I can, but I am so deluged with advice ranging all the way from 4 per cent. to 9 per cent. that I don't know what to do. Father says to keep my money in a savings bank, and not buy any stocks. But most of my friends are getting 6 per cent. or more; why can't I?

Please tell me, Uncle, how can anyone get 8 per cent. on small savings? Suppose I owned one share of telephone stock and received \$9 a year dividend; how could I invest that dividend money at more than 4 per cent.? The chances are that I would spend it anyway.



Why doesn't someone show how to save the small amounts at 4 per cent. and larger amounts at a higher rate, combining them so that the results would show what actually happens when a person saves in the regular way? It would take me quite a while to save enough to get a \$100 dividend check at one time; and how could I invest a smaller amount at more than 4 per cent.?

Those theoretical charts doubtless work out for employees of companies which prepare them, but what I need is something worked out for the average person, regard-

less of where he lives or works.

This has been a long letter, but I know you own a lot of pretty stock certificates, and are able to help me along this line. Don't tell Dad or anybody that I wrote you. I am anxiously waiting to hear from you.—PAULINE.

•

My dear Pauline: I was very glad to hear from you and know that you are interested in the subject of savings, and shall be glad if I can help you solve some of those problems.

Yes, I have several of those "pretty stock certificates," but some of the most beautiful ones are worthless. Select your watch by its works, not by its case.

I have never heard of the Consolidated Metal and Refining Company, and it is not listed in any publication at my disposal. Your father's advice is right; you cannot afford to waste money on a wildcat scheme. It is all right to take chances if you can afford to lose. The average person cannot afford to take too many chances with money, for it is too hard to get and too easy to lose. Few business concerns can afford to pay 20 per cent. dividends. Banks and other sound enterprises are paying 4 per cent. to 7 per cent., and only a few concerns can safely pay more.

It is to be regretted that people waste so much money on worthless stocks. Bankers and business men may some day realize the advantage of having a million satisfied, friendly, ten-dollar bond holders rather than a select few thousand-dollar bond holders. If people knew how to get a ten-dollar high-grade bond, they would be very unlikely to buy ten dollars' worth of unreliable wildcat mining stocks.

It is difficult for a person to get with safety more than 4 per cent. on small amounts of money. Employees of such a company as the A. T. and T. Company are indeed fortunate to have opportunities of saving small amounts at a higher interest rate. When a person has \$100 or more he can safely invest it in certain high-grade

bonds or stocks of conservative, wellmanaged companies at a higher rate of interest. Stocks or bonds backed by an honest concern, having large resources and correspondingly high earnings, and yielding a fair rate of interest, are usually safe.

I have been preparing some charts which I believe will be of interest to you, and so I am sending you a copy of each one. You will see that I have combined two rates of interest such as you suggested in your letter. I believe 6 per cent. to be a conservative, fair rate of interest which will be maintained for some time by high-grade investment bankers. Accordingly these charts are based on 6 per cent. for multiples of \$100 and 4 per cent. for fractions of \$100. This combination gives one results which should prove more practical than charts heretofore published.

These charts show what your savings will amount to in a few years if you can save a definite amount weekly in a savings bank at 4 per cent. until you have \$100; then invest that \$100 at 6 per cent.; and continue to save your regular amount at 4 per cent. (not forgetting to save your 6 per cent. dividends also) until you have another \$100 to remove from the bank and invest at 6 per cent. and continuing in this way.

My advice then may be summed up as follows: Let alone all speculative or wildcat stocks; save your small amounts regularly in a savings institution; withdraw funds from the savings institution to reinvest only after careful investigation in a sound business enterprise.

Starting is the hardest part of saving. After you have started on a systematic savings plan you will be headed right, and sooner than you realize you will have a thousand dollars. After that it will be easier. Stick to the plan for ten, fifteen or twenty years, and the end will mean independence, success and happiness all the rest of your life.—Uncle Paul.

The Line, the Lineman and the Minute

NCE there was a line that was in much trouble. There was a section lineman who was fond of the line, and early one morning he said to it, "I am going to clear your trouble, and I'm going to clear it in a hurry." So the lineman climbed to the top of a pole and said, "I will save a minute and not snap my safety strap."

But soon his foot slipped, and as there was no safety strap around the pole to hold his weight, he fell many feet to the ground and was severely injured. He had saved a minute, but could work no more for many months, months filled with enough working minutes to snap 40,000 safety straps.

The lineman's boss spent the rest of the day of the accident seeing that the lineman was taken to his home, and thereafter called frequently to see him—spending enough working minutes to snap many more safety straps.

The lineman's good wife spent much time taking care of her sick husband. The lineman's doctor and many friends frequently came to see him. Together, the boss, the wife, the doctor and the friends thus spent time which equalled enough minutes to snap 20,000 safety straps.

When the lineman was well he returned to work and said, "Ah! I saved a minute but wasted enough minutes of my own time and of my friends' time to snap all the safety straps in the Bell System several times over."

MORAL: A snap in time saves many an arm or leg.



The Bridge Builder

-Section Line-

man J. H. Kerr, through

whose aid it

was built

PEOPLE in Kent and North Kent, Conn., were hard hit last spring when a sudden break-up of ice carried away the bridges across the Housatonic River. They were cut off from their supplies and mail. In their dilemma they called on Section Lineman Joe Kerr, who scraped together some emergency telephone materials and superintended the building of a foot bridge across the river. His story, modest almost to a fault, has at last reached Long Lines and is given below just as he wrote it after much persuasion:

"On the afternoon of March 7, 1922," he writes, "a heavy rainfall caused the Housatonic River to rise and break up the ice, carrying the bridges at Kent and North Kent off their piers. The only things left over the river at Kent were the Poughkeepsie-Providence line, crossing at poles 963

"On March 8 the Kent Boys' School and the townspeople requested me to loan them wire to build a foot bridge over the river so they could get their milk to the creamery, and obtain their mail and supplies. The next day, with the assistance and advice I was able to give without conflicting with my duty to the Company, I loaned the town what wire and clamps I could spare. The foot bridge was completed and was a big benefit to the town in general.

"I also loaned enough guy wire and clamps to string a wire at North Kent, to which a box on pulleys was attached. This allowed the farmers to carry their milk over the river to the creamery."

Moving to Los Angeles

James R. Tyler, Repeater Attendant for the past five years at Burlington, Iowa, who has been active in Association work, was the recipient of a farewell party at the Burlington Launch Club given by the employees and friends. Over 75 persons were present and the evening was spent in dancing, after which a dinner was served. Mr. Tyler is leaving this station to accept a position with the Pacific Telephone Company at Los Angeles. His address will be 1201 West 70th Street.

Beating the Hour Glass

Western Plant Men Make a Circuit Good Just in Time When Storm Downs Transcontinental Before Election Day

HE Saturday before Election Day was a busy day for the Denver testroom. The week preceding it was very calm. As usual storm followed the calm. This particular Saturday morning the Colorado sun did not shine. Instead there was a heavy mist and fog.

At 10 a. m. the storm struck its first blow in Wyoming in the vicinity of the famous Sherman Hill which is 20 miles west of Cheyenne. The Transcontinental circuits west began to swing. Rawlins experienced a very high wind and snow, which later turned to a mixture of snow and rain, aided by a wind of a 50 mile velocity. By 2 p. m. the storm had reached Cheyenne and all circuits were out west and north from there. Half an hour later the storm reached Denver, Sterling and Colorado Springs.

Soon afterward the Denver-El Paso lead failed south of Pueblo. This was followed by the failure of the Kansas City-Denver line 45 miles south of Denver. The Transcontinental started swinging badly between Denver and Cheyenne. Fortunately we had a Morse test wire to the west routed over the Continental Divide via Steamboat Springs and Laramie to Rawlins and Salt Lake City that afforded us the only communication to the west and south via San Francisco, Los Angeles and El Paso. All we had left was the Omaha-Denver line east. Everyone was waiting for the final crash, as the wind was blowing 50 miles an

At 8:15 wires 1 and 2 east failed. The storm had struck again but we still had hopes. Wires 3 and 4 and 5 and 6 were good but we knew that if the storm did not abate soon we would surely be cut off from the east. Practically all of the Associated Company's lines were out also.

hour at Denver.

At 10:22 p. m. wires 3 and 4 and 5 and 6 of the Transcontinental line went to their doom with 1 and 2. We tried every

possible way to get something east for the carrier current telegraph but met with no success; all wires were crossed and grounded.

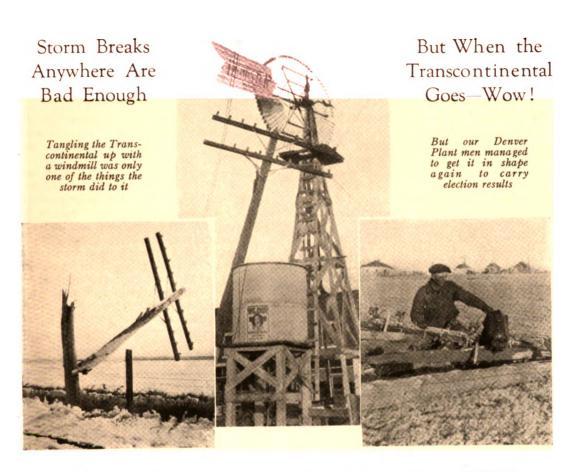
Section Lineman Harry J. Carper left Denver covering east on the Transcontinental at half past twelve Sunday morning and arrived at Fort Morgan with a list of the broken poles at 5 p. m. Section Lineman S. H. Thompson, after testing with North Platte and finding that all circuits were o. k. from North Platte to Sterling, left Sterling at 12:30 a. m. covering west to Fort Morgan. He reached Denver with his report at half past five in the afternoon taking a train from Fort Morgan to Denver.

The Mountain States Company's Wire Chief, Mr. Hunter, covered 10 miles west from Fort Morgan, leaving there at 4:30 a. m. and found numerous broken poles. Not being able to communicate, he brought his report into Denver at 10:15 a. m. This was the first information indicating that we had serious breaks. Chief Equipment Man La Chapelle left Denver, following Carper and making temporary repairs in the section west from Wiggins. In all we had approximately 600 poles down between Keenesburg and Sterling, a distance of 90 miles.

The roads were very bad; they were blocked with snow and muddy. The Western Union, Postal and Mountain States companies also had serious breaks in the same vicinity. As stated before, by Sunday evening the entire section of line had been covered and we knew how many poles were down. We were, therefore, in a position to ask for gangs to assist us. It is such loyalty as was displayed by Messrs. Carper, Thompson, Hunter and La Chapelle that enabled us to know so early what the extent of the damage was.

About 10 (Mountain time) Monday morning we received instructions from St. Louis to concentrate on wire number 4 and make it good by using one pair of twist in

HEALTH, happiness and a great yearning to write, is Long Lines' New Year wish to every one of its readers!







parallel and grounding wire number 3 at breaks, as Tuesday was Election Day and we must, if at all possible, furnish the West the election returns. So all men were instructed and all hands worked to this end. Carper and La Chapelle, assisted by Mountain States Company's Foreman Frank Bean, made number 4 good to Fort Morgan at 9:35 Monday night. At 11, after having worked all day on about half rations, they started east to assist Thompson make number 4 good. All night long, wading and splashing through snow and mud, these men made wire number 4 good between Denver and North Platte for carrier service at 10:46 a. m., November 7.

Wires 1 and 2 were o. k. for telephone service at 10:40 a. m., November 9. Wires 3 and 4 were o. k. at 10:30 p. m., November 10. Two Mountain States Company Denver-Sterling circuits were o. k. at 6 p. m., November 10. Wires 5 and 6 were o. k. at 8 the morning of November 11 and one

Mountain States Company Denver-Brush circuit was good at 4:15 that afternoon.

With the exception of one case of trouble that developed on wire 4 on the morning of November 8, which was caused by poor insulation in the emergency cable, no trouble was experienced. We might add that the temporary work held up well during the Detroit-San Francisco demonstration on November 15.

Any time someone thinks it does not take real men to do these stunts, why, just come on out next time we have a little fun like this and we will soon see what you think of it. It seemed pretty tough to the testboard men to have to sit and listen in on these noisy circuits continually for 12 to 16 hours. But take it from us, we would rather stay on the testboard and listen to the noise for 24 hours than try to drag our avoirdupois through the snow and mud for even eight hours.—T. E. Payne and A. L. Edie, Denver.

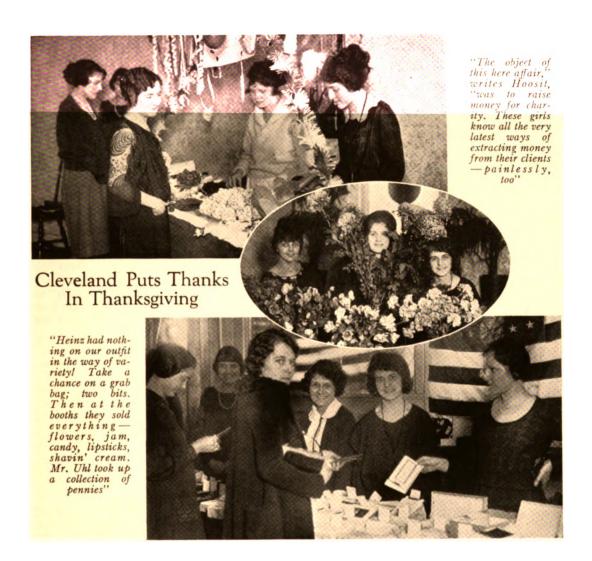
"The Cowboy Life is the Life For Me"

THE cowboy life is the life for me—a life where all the world is free. A big brimmed hat for sunshine worn, and a khaki suit that can't be torn. Where lasso, bronco, boots and spurs and chaps that are made of big bear furs, are all you need while on the range—except your gun to get big game.

"An open life is the life for me—a life where all the world is free, where the porcupine roam without any fear, and the coyotes hunt for the young reindeer. There the cow girls hunt and ride like boys, dance all night long and have pecks of joys. Your girl stands up and takes her part, and you work like heck to win her heart. But when you do you'll soon be taught, you've won the biggest battle man has fought."



Jessie Lee West, of Wichita, Kan. Traffic, sings of the glories of the prairie



ID you hear about the Bazaar the Cleveland office had on November 24? Everything was donated by the girls. We had flower booths, candy booths, booths of toilet articles, fancy work, kitchen ware, home-made jams and jellies; a mystery booth where you paid your money and took your choice of packages-not knowing what you were going to get.

In the center of the room was a wheel of chance. Miss Labadie sold chances on all sorts of things. Down the hall was a gypsy fortune teller who doled out futures and pasts.

In the Welfare office off the rest room a buffet lunch was served. The radio operator tuned in on several concerts in distant cities. Anybody who could play the piano was pressed into service. And then there was dancing. We could go on and on, but we haven't the space.

What did you say? What we did with the money? Oh, that's the best part. We filled 18 Thanksgiving baskets full of chicken, squash, potatoes, carrots, celery, tea, coffee, cake, nuts and cranberries and sent them to deserving families whose names were given by girls in the force.

Did you have a happy Thanksgiving? We did.—B. V. McC.

On Saturday afternoon, December 16, the A. T.

and T. Company chess team of New York played a second match with the Western Union Company's team. Eight boards were played, the American Company team winning by the score of 61/2 to 11/2.

Association Ac- and Fes-tivities

The New Constitution

THE new Constitution adopted by the Third General Assembly on April 6, 1922, ratified by two-thirds of the branches on November 22, 1922, and accepted by the Company November 27, 1922, is now effective.

The fundamentals of the old Constitution have been preserved to a great degree, differences being largely along lines indicated by the experiences of the Association in its two and a half years of operation. The principal changes and additions in the Constitution are given in the follow-

ing paragraphs:

In order to reduce the expense of the Association, largely incurred in conducting meetings of the higher bodies, the Constitution as changed reduces the required meetings of district boards from four to two. The size of the General Assembly is reduced to 29 instead of 51 members. The Executive Committee of the General Assembly is reduced from 14 to 7 members.

The department boards have been recognized as of sufficient importance to warrant their establishment as distinctive bodies superior to the division councils and subordinate to the General Assembly. For expense considerations their annual meetings have been specified at a time when their conclusion will be followed immediately by the annual meeting of the General Assembly.

A change has been made in the scheduled dates for regular meetings of district boards and division councils, with department boards and General Assembly meetings in the fall instead of the spring. By the latter change, the election of representatives to the department boards is deferred to the second meeting of the division councils.

The members serving on the executive committees of the department boards and

the General Assembly will be selected by the subordinate bodies represented.

Company service required for holding office is to be more stringent in order to insure full consideration of the effect of various actions, and a requirement as to Association membership has been made. A certain proportion of the representatives to higher bodies are to serve an additional term in their lower bodies.

All authority and responsibility for administration of Association affairs and for dealing with the management is vested in the executive committees. Each executive committee will now have a status somewhat similar to that of a board of directors in an industrial organization, assuming responsibility for the varied activities of the particular body. The positions of president and vice-president have been eliminated as unnecessary, since the chairmen or vice-chairmen of the executive committees can preside at meetings of the body without special title for this purpose. The positions of secretary and treasurer, or secretary-treasurer, have been made appointive instead of elective.

Provision is made for legislative enactments by the various bodies which enables them to establish, under proper authority, detailed procedures, routines, etc., (many of a temporary nature) for the conduct of routine Association affairs. Provision is made, however, whereby such legislation may be vetoed by the executive committees of the directly subordinate bodies concerned.

Provision has been made for a General Judicial Committee whose duty will be that of pronouncing formal and official opinions or decisions with respect to the interpretation of the Constitution and the validity of acts arising in consequence thereto, as well as disputes wholly within the Association. It does not contemplate judgment, opinion or decision on matters in issue or negotiation between the Association and management. None of its members may hold any other elective or appointive position in the Association. The qualifications for its members are set higher than for any other position in the Association, and the source of obtaining members is not limited to any particular body in the Association.

The method of describing what employees shall not be eligible for membership in the Association has been changed. In the former Constitution the various titles were given as part of the Constitution and it required all of the machinery for an amendment, that is, proposal by the

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General Assembly, ratification by twothirds of the branches and acceptance by the Company, to keep such a list up to date. Now, however, the list is to be established by legislative action of the General Assembly. By this method the process of keeping the various titles up to date is greatly simplified and there is the advantage of a more ready responsiveness to the sentiments of the employee body at large as to this important matter.

Pittsburgh Pioneers' Night

The Pittsburgh Plant crowd, Branch 61, 140 strong, devoted the social side of their Christmas meeting to honoring their Pioneers. Fourteen Pioneers were there, representing over 350 years of service. A souvenir, on which was inscribed, "To You Pioneers Whose Records are Our Inspiration" was presented during refreshments to each man who had 21 years of service.

Charlie Kelley, of the Legal Department, made the address of welcome to the Pioneers and Al Charlton replied for the veterans. The crowd was then delighted by the educational sketch "Sixty Minutes in a Central Office," given by the courtesy of the Bell Telephone Company of Pennsylvania. The "Pittsburgh Four" then entertained by some right smart harmony and Master Riley reached the artistic heights by several classic violin solos.

Clarence Dick, of the Clerical outfit, had charge of the entertainment and refreshments and did a 101 per cent. job.—T. F. S.

Where Do We Go From Here?

The greatest indoor sport indulged in by the Cleveland district is moving the district office.

In 1903 -'member when H. E. Willard was superintendent at Columbus and Bill Hirst manager at Cleveland? Well, our office was old 304, right where the Main exchange is now. Tempus, the best known ace in the flying game, flew and I next find C. W. Gebhard at the helm in room 504 along about 1915.

Shortly after this came the big move when the division auditor of receipts moved out of the building, and the district office was moved from the fifth to the sixth floor to make room for the new inward (100 lines) and school boards on the fifth. After three months on temporary location involving weekly, and sometimes daily, shifting of the line-up, we finally came to anchor in room 600.

But only for a little over two years as our space was required for operating. This time we tried the fourth floor. It was while here that the division office in Cleveland was organized, and then they moved first to the Perry-Payne building, then to 4300 Euclid. Now the expansion of the Cherry Exchange (a unit handling Main overflow) has forced us to move again. The cashier's office and clerical force are now located on the first floor. Mr. Leeper and his Traffic supervisors are still on the fourth floor. Everything is temporary. Do we get the medal, or cup or whatever it is that usually goes with a record?—B. O. McC.



Members of Plant Branch 87, Columbus, O., and their supervisory guests, held a banquet not long ago. The generally contented appearance of every one is due to the fact that the picture was taken just after the last course had vanished



ners; first, the baby, Clara Moeller, and its mother, Marie Weckenbrock; second, colonial dames, Catherine Hermes and Helen Sabelhaus

and Mr. Eugene Lormor.

Cincinnati Girls Mask

N Thursday evening, November 16, the Cincinnati office gave a mask party in the main auditorium, which was very artistically decorated for the occasion. A large number of the girls attended and were beautifully costumed. Prizes were awarded as follows:

First, for the most comical dress, was won by the Misses Marie Weckenbrock and Clara Moeller; second, the prettiest, was won by the Misses Hermes and Sabelhaus.

The surprise of the evening was the mock wedding of Miss Tickle Pin Feathers (Techla Schmits) to Mr. Abraham Lincoln Liverlip (Juliette Kneflin), followed by Lucy Ann Pin Feathers (Lucy Ragan) and Pussy Foot Jones Liverlip (Ann Comerford), the flower girl being Tootsie (Laura Berlekamp). The bride's "Pappy" (Gladys Daley) and the groom's "Mammy" (Kathryn Schulkens) were among those present. The Rev. Rufus Rastus Johnson Brown (Marie Wimberg) officiated.

After the ceremony a delightful luncheon was served. Games and dancing were enjoyed by all, and much of the credit for the successful evening is attributed to the entertainment committee.

Visitors who participated and gave valuable assistance were Mr. and Mrs. Kane

A Personal Interest

and family, Mr. and Mrs. Bonnie Wagner

President H. B. Thayer of the A. T. & T. Company was one of the guests at the annual dinner of the Gridiron Club in Washington, December 9. On his return to New York, Mr. Thayer related this incident.

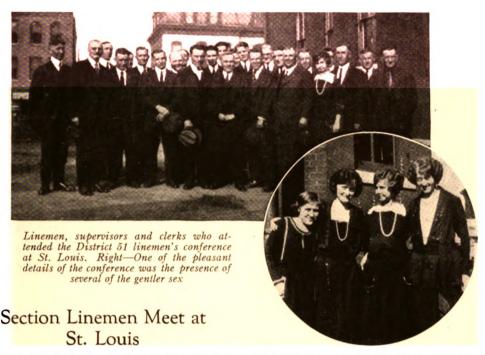
"One of the men I met hailed me with, 'Mr. Thayer, do your operators get commissions on the calls they complete? Every time I place a call nowadays I feel I'm committed to talk. They keep right after me. They follow me to my residence, club or anywhere I happen to go. They never give up.'

"No; they don't get commissions," said Mr. Thayer in reply. "A large part of the operating force are partners in the business and they just want to help the thing along."

Happy New Year!

An expression of good wishes for the coming year to the men and women of the Long Lines Department was transmitted by President H. B. Thayer on behalf of the executives of the A. T. and T. Company, Director F. A. Stevenson also sent the members of the Department a message expressing appreciation for the results accomplished during the past year, and his greetings for the New Year.

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ELCOME Delegates"—you've all seen that sign somewhere at some time or other. You know, the one you see posted in all restaurants and at the Statler and Jefferson whenever there is a convention in St. Louis, for instance. Well, there was a convention in town on November 10 and 11 and the usual greeting, although not posted all over the Union Station and all points East, was hanging on the door at 518 North Beaumont Street, and read "Welcome Section Linemen." Few people in St. Louis knew that such a sign was posted. Fewer knew there was a convention. And yet it was probably as important as any ever held and surely, even though indirectly, had a great bearing on a greater number of people than any other.

On November 10, fourteen stalwart section linemen from Missouri and Illinois passed through the gates at Union Station and registered at "Hotel District 51—W. G. Nebe, District Plant Superintendent, Proprietor." They were in St. Louis to attend the section linemen's conference, the purpose of which was to acquaint the section linemen with the various functions of each department in District 51; to show how closely related each department is to each other; to show that the organization by units and as a whole is so dependent upon the section linemen; to show the

absolute necessity of 100 per cent. cooperation between the linemen and their home office.

There were talks by District Plant Superintendent Nebe, by District Traffic Superintendent Allen, and by representatives from each department, outlining the work done in each department, how closely it was associated with the linemen and how each and every one was striving for that 100 per cent. ideal situation. It also included a wonderful lunch at the Claridge Hotel at which everyone had the pleasure of hearing G. H. Quermann, Division Plant Superintendent, who spoke on maintenance and trouble clearing problems and praised the section linemen for their past efforts and faithfulness.

But just as surely as night follows day, pleasure follows business, and with it came horseshoe pitching, billiards, shows and other entertainment.

Many perplexing questions were answered, minor difficulties experienced in the past were ironed out, a closer relationship was obtained and, the purpose of the conference being accomplished, it adjourned Saturday, November 11.—E. F. B.

Mrs. A. M. Arnold, of the office of the Secretary, Association of Employees, New York, has tendered her resignation, to become effective January 1.

Where Praise is Due

IV. Supt. of Line Construction F. E. Galbraith, Philadelphia, forwards a letter with the following explanation: "I am attaching a copy of a letter and some photographs which I received some time ago and which I would very much like to see published in *Long Lines*. It is refreshing to get a letter such as the one attached. These gangs have both attracted considerable favorable attention and have been the subject of several letters of commendation from people in various branches of our own organization, but this is the first letter I have received from any one outside of the Company."

The letter follows: "Enclosed you will find pictures of members of your wonderful organization. They are linemen of two gangs of whom Mr. J. E. Schmidt and Mr. Chas. Burall are foremen under Mr. Purtle. I had both gangs pose for me one day this summer at dinner time.

"Mr. J. E. Schmidt's gang boarded with us here on our farm, while they were building the new line on Mr. P. S. Dupont's estate. We were very much pleased with them while boarding here. All of them were gentlemen in every way. . . .

"These men all deserve mention and credit to their Company and in our opinion are good enough to go into any place to board. They are honorable and trustworthy, kind to each other and seem to work like one together. We will be glad to accommodate your men whenever the opportunity arises and they are working near or in our vicinity.—Very truly yours, Mrs. Mary Ellen Davis, Longwood, Pa."

N. Y. Commercial's Party

A dance was held at the Telephone Club in New York City on the evening of December 8 by the employees of the Long Lines Commercial Department.

The hall was attractively decorated with colored balloons and autumn leaves. A number of prizes were given, among others a lucky number prize and one to the person capturing a specially marked balloon.

Approximately 150 people attended the dance, including employees, their wives and their friends. Among those present were A. W. Drake, General Commercial Manager and Mrs. Drake; also C. C. Bagby, General Traffic Engineer of the Mountain States Company, Denver, Col.

To Be Or Not To Be?

(Continued from page 12)

completed product would read something like this: When you've employed 12 student operators, and you've visited the class and seen for yourself that Sadie Smith never will understand the "Busy Call-Order" lesson, and you meet Mary Brown in the rest room and she says that she likes the work but her mother is ill and she thinks that she will have to resign, and you think it over and wonder how you ever came to employ most of that class anyway; then the day on which the class graduates the chief instructor calls you and says that all 12 have finished the course, not one has been absent or tardy, the doubtful ones have all come through splendidly and every chief operator in the office has asked to have all twelve assigned to her-Oh, wouldn't it be one grand and glorious feeling!



So pleased was Mrs. Mary E. Davis, of Longwood, Pa., at the courtesy and thoughtfulness shown by the linemen of Foremen Schmidt's and Burall's gangs, when they boarded at her farm, that she sent pictures and a letter of commendation to the Division 2 Plant Office

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A severe wind storm along our Chicago-Minneapolis line between Madison and Merrimack played havoc with the landscape. In the picture are people who suffered from the storm and, fifth and sixth from the left, Louis Storkel and Ed. Snider, helpers of Sec. Lineman Ray Snider, Tomah



New York Girls Bowl

THE General Traffic Office, New York, boasts a ladies' bowling team, consisting of Miss Heuser, captain, and the Misses Huestis, Hourihan, Girard and Gillen. Each week the team plays a tournament game with one of the other teams in the Universal League, branches of which are located in widely separated cities, the results being mailed to Miss Ethel Green, secretary of the League, who is located in Chicago and who keeps the various teams advised of the results of the games.

Just at present the General Traffic team refuses to divulge its standing in the tournament, but hopes to have more inclination in this respect later in the season.

In order to add to the interest of the game, an opposing team consisting of the Misses Priem, Schaedler, Krepps, Dotzert and Mrs. Norman, plays the League team each bowling night.

•

The bowlers are going strong, with Murray of Harrisburg topping the list with an average of 207 for 6 games bowled. Miss Bleichert of the Cleveland champs leads the ladies with 132 for 9 games.

Team standings, December 1:

Universal League (Ladies)

Team	W.	L.	Av'g
Cleveland	9	0	648 - 7
Chicago	6	3	558 - 4
St. Louis	6	3	554-4
Toledo	6	3	511-4
Omaha			
Philadelphia	2	7	368 - 4

Buffalo New York	1	8	528-5 $373-5$		
Keyslone League					
Team	W.	L.	Av'g.		
Philadelphia	6	0	822-2		
Reading	5	1	839-		
Harrisburg	6	3	559-2		
Philadelphia 64	4	2	728-4		
Scranton	5	4	721-3		
South Bend	4	5	731-2		
Elkton	2	4	740-2		
Pittsburgh	1	8	707-7		
Indianapolis	0	6	621-4		
Empire League					
Team	W.	L.	Av'g.		
Springfield	9	0	863-6		
New York	6	ŏ	873-3		
Kansas City	5	1	738-3		
Buffalo	5	4	772 - 6		
Milwaukee	5	4	776 - 1		
St. Louis	3	3	776-		
Chicago	2	7	790-2		
Troy	1	8	723 - 2		
Terre Haute	0	9	731–4		
Buckeye League					
Team	W.	L.	Av'g.		
Minneapolis	7	2	826-2		
Maumee	7	2	802-8		
Chicago	6	3	802-		
Beaverdam	6	3	726 - 8		
Davenport	5	4	701 - 8		
Cleveland	4	5	760-1		
Omaha	3	6	764-		
Indianapolis	3	6	738 - 1		
Ft. Wayne	2	7	734 - 8		
Detroit	2	7	724-5		

-[41]-



Headed Off

T is always interesting to note some of the ingenious efforts supervisors and operators make in their attempts to complete calls. An instance of this kind was shown when two supervisors at Providence completed a call as follows:

On a call filed at 9:26 a. m. from Union 0062 to Brockton 888, Mrs. McMunn, we received the report that Mrs. McMunn had just left for Boston. We called the railroad station but were unable to get the station master to notify her to come to the telephone. This report was given to the Providence subscriber who said he must reach her. Her train had left Brockton at 9:50 a. m.

We looked up a time table and found that Braintree was the next stop we could reach. We then called the Braintree station master and notified him to ask the conductor of the train from Brockton to Boston to notify Mrs. McMunn to call the Providence operator when she reached Boston

As Mrs. McMunn was expected to arrive in Boston at 10:48 a. m., we were notified by the chief operator to leave word at the Boston office in case the patron called in. We also notified the Boston recording supervisor, outward supervisor and P.B.X. operator at South Station.

The patron reported at 11:08 a. m. and talked at 11:17 a. m.—I. F. McD.

At 7 a. m. a call was received at the Memphis office from T, a tire company employee, to M, manager of the tire company at Little Rock, with special instructions to secure M's telephone number from D, at a Center Street address. D, however, had lost M's telephone number, and the telephone was not listed in M's name.

He didn't want the Memphis office to learn he didn't know where to reach his manager at his residence. So he asked the Memphis operator to send

a messenger down to the tire company's office, where there was a card in the window with M's number on it.

The Memphis operator gave her party the true report, and he agreed to send the messenger with fee collect. The Memphis operator explained to the Little Rock ticket operator how very important it was to get the called party before 8 o'clock. Accordingly, the messenger was sent with instructions to call the long distance office from the nearest telephone after securing the number. Conversation took place at 7:45.—E. P., Memphis.

The division Plant and Traffic men in conference at New York enjoyed an unusual treat on the afternoon of December 12, when in joint session they were addressed informally by H. B. Thayer, President of the A. T. and T. Company and N. T. Guernsey, Vice-President and General Counsel.

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How Louisville Sees Us

OME time back Vice-President Hall told us that we must do better than give service which was merely satisfactory to the public; that, in order for the Company (which includes every one on the pay roll) to pull through the upset era in which we were engulfed, it was up to us to do a job that would set the public talking about it and what a fine crowd we were.

How would we ever be able to get a public that had a habit of noticing all the bad things, to say good things about us, unsolicited?

With these thoughts, we set to work to do the best telephone job that had ever been done and to add some touches to the job so as to make it look good enough to put in the show window. We succeeded in collecting quite a varied assortment, among them being what we call a "service demonstration" which has been put on before many organizations in the city of Louisville by a vaudeville troupe composed of members of the Associated Company and the Long Lines Department.

Here of late there has been much evidence that our efforts are bearing good fruit. One instance we have noted is too good to keep to ourselves. Besides the satisfaction it will give us in passing it along, we believe it will go far toward encouraging the people behind the scenes.

A demonstration was given November 24 before the Benjamin Franklin Club of Louisville. The attention of the audience

was riveted upon the performers throughout the program and applause was liberal. They were tremendously enthusiastic and quite a number of the individual members of the club arose after the conclusion and made very complimentary remarks concerning the Bell System and its employees. Most notable among these was Wade Sheltman, President of the Franklin Printing Company, who arose to a point of personal privilege after a motion to adjourn had been made, and delivered a fifteen minute address on the A. T. and T. Company and its employees.

Describing the Company as the greatest corporation in the world, and the employees as the most loyal set of employees in the world, Mr. Sheltman went into detail, showing the Company's plan of organization and the tremendous extent to which the employees had assisted the Company in its various financing projects throughout the country. He dwelt to a considerable extent on the Company's practice of taking the public into its confidence and catering to the good will of its patrons.

One of the points brought out to the evident interest of the audience was the fact that such a large percentage of the company's employees are stockholders. At the conclusion of Mr. Sheltman's remarks, the sixteen employees present were asked to stand and were presented to the audience as "sixteen stockholders." This presentation brought forth further enthusiastic applause.—M. C.



A preliminary glimpse of the work on the Pittsburgh-Newcastle cable shows the recently constructed Newcastle repeater station. We hope that other views and facts concerning this big job will be forthcoming a little later

Andy Gets Phoneton's Farewell

N Friday evening, November 10, the members of the Phoneton Traffic and Plant forces, with their families and friends, including Mr. and Mrs. U. S. Slemmer, of Cincinnati, assembled at the City Hall, Tippecanoe City, and thoroughly enjoyed a mask ball. This came as a farewell party to Mr. and Mrs. N. O. Anderson, who will leave us shortly to take up their residence in Cincinnati to which city "Andy" has been transferred on the staff of the District Inspector.

Shortly after the dancers had unmasked and while the orchestra was getting its second wind, J. L. Rice, as spokesman, presented Andy with his "diploma," which he said had been earned by his 16 years of effort and which entitled him to "all the privileges that accompany a certificate of

this kind." Graduation presents then being in order, Andy was given a handsome traveling bag, the gift of the Traffic and Plant Departments. A raid on the punch bowl followed the presentation, the music struck up and the dance was on again until midnight when the party dispersed. And, as the country newspaper paragrapher says, "a good time was had by all."—E. E. A., Phoneton.

A Flying Call

"DE Harrisburg, Pa., Nov. 20, 1922.
Chief Operator, Bell Telephone Exchange, Penna. Dept., Pittsburgh, Pa.
Have W. C. Heacock, Canton Ohio on phone nine fifty.
John Bradshaw."

This telegram was received in Pittsburgh at 4:45 p. m. and reference to the railroad schedule seemed to make it certain the sender was on the famous Pennsylvania Limited, west bound, due at Union Station, Pittsburgh, 9:45 p. m. It was obvious he was a through passenger having urgent need for the call, with probably but a few minutes to spare at the appointed time.

The Canton party was immediately traced from two telephones to a third one and the telegram read to him. Appointment for 9:45 p. m. sharp was made.

Pay station operators at Union Station were fully informed, and further arrangements made to pick up Mr. Bradshaw quickly from there, or from any telephone at the other stations. If our deductions were correct, he would go to the pay station at Union Station, as later proved to be the case.

9:46—Canton party being held on the toll circuit and line up to pay station.

9:47—Station master reports the Limited a few minutes late.

9:50—Station master reports the train a very long one and now pulling in. Canton party given this information.

9:54—Mr. Bradshaw announces himself to the pay station operator.

9:55—Talking.

9:59—Mr. Bradshaw thanks everyone con-

cerned for the "wonderful service."

He was in Atlantic City and received a telegram early in the morning to return at once as his mother was dying. Then began the long ride on the Pennsylvania's fastest, and finest, train—fast, yet ever so slow—as it moved along hour after hour, throughout the long day and evening, with no word to the anxious passenger whether his mother still lived. He is a resourceful man. His idea of the telegram from Harrisburg shows that.

What must have been his thoughts, as he neared Pittsburgh; as he jumped from the train, and hurried through the crowds, for that little instrument one calls the telephone, to get the word that would mean

so much to him! Would the Bell service fail him in his hour of need? The service was there, ready and waiting for him, for there were many willing to serve who had seen to it that he could depend upon the Bell System. In a strange city, and unknown to the Bell people, it needed but the magic of his name, a few steps to the booth, and he had the word he had longed for.



N. O. Anderson was given a diploma from the school of experience by his fellow workers at Phoneton when he was moving to Cincinnati



It isn't often that you can get as many Long Lines officials on one plate. The group includes the Director, all of our division Plant and Traffic men, the department heads and representatives who attended a series of important conferences in New York the week of December 11

Bermuda and Back

(Continued from page 10)

The flora of Bermuda is full of beauty and scientists tell you that many of its plants are not known to grow anywhere else in the world. The most abundant and characteristic tree is the Bermuda cedar or juniper. In the yard of Devonshire Parish Church is a specimen that the natives told us has stood over 200 years. The original tree is partly dead but the top is still green. The trunk is perfectly hollow and a new tree is growing inside of it.

Any trip to Bermuda would be incomplete without a visit to the marine gardens. You may sail all about Bermuda and never dream of the wondrous beauty that lies hidden at the bottom of its crystal waters. So we got into a small steamer and were taken out to the south of the island. Here we were transferred into a little boat, made for the purpose, the bottom containing a large plate of heavy glass through which we gazed into the transparent water which the boatman told us was 30 feet deep.

It was a veritable fairyland into which we looked. The beautiful sea plants, the mosses, the corals and the sea fans were all spread like a carpet on the floor of the ocean. Oh, it is impossible to describe the magnificence of such a scene! We were hushed in awe and admiration, till presently there came swimming into sight a beautiful angel fish. Then tongues were loosed and exclamations of delight were heard from all. And so we carried away with us a picture that will never fade from memory.

Clan McComsey

(Continued from page 22)

gomery, Ala., as section lineman, under District Plant Superintendent Barnes, remaining there until May, 1917. At that time I was transferred to the district office as material clerk, where I remained until September, 1919, when I was transferred to the Technical Department, handling and directing outside maintenance work. In November, 1921, I was made District Line Inspector under District Plant Superintendent Barnes. I am in this position at the present time.—J. R. McC.

I started to work as lineman, February 2, 1912, at Winsboro, S. C., under Foreman C. F. McComsey, working with him until November, 1912. I was then transferred to Foreman J. R. McComsey, who was then engaged on a pole replacement work on the Petersburg-Denmark Line.

In February, 1913 I was transferred to Acting Foreman Hulme working a replacement estimate on the Lynchburg-Savannah Line and remained with him until June, 1913. I was then transferred to the cable department at Willimantic, Conn., where I remained until June, 1915, at which time I was transferred to the construction department in the Chicago division. March, 1916, I was called East again to the Cable Department. After working in the Eastern Division until November 20, 1921, I was transferred to Harrisburg, Pa., as Division Cable Man, and remained in this capacity until May, 1921, when I resigned to go into business.—E. A. McC.

Omaha's Spoof Hound

HIS is the tale of a dog with a mug that looked like it had seen better days. So we put it on a pedestal which also serves as a filing cabinet, and said: "Look hard, doggone it! See some better days for us.'

That was the first of the month of

October. The dog had but one good eve, but he used it to good advantage and focussed it on the compartment marked "Col-Cov-Ca." Every time anybody tried to slip in a Canceled Call they felt that Spoof Hound's concentrated gaze and took the call out and looked it over again. Maybe they had failed to suggest an alternate, but the Spoof Hound reminded

As time went on the Canceled Call Compartment was just about forgotten from dis-

use, for the operators tried to save the calls before they were canceled. Every time a ticket talked upon the first attempt the Spoof Hound wagged his tail. But when a sassy voice was heard he frowned like Corrugated Cardboard and indicated his displeasure with all his Warp and Woof.

However bad the day before, the dog looked hopeful on the morning after. "Good morning! It's another day," he wig-wagged and we rolled up our sleeves

and plunged in.

His Dogship at last came to have such a pull that he trained his Omnipotent Eye on us and made us believe we were salesmen with astounding results; for we finished November with Ninety-one One. And in recognition of his services we intend to take up a collection to defray the expense of treatment to restore the sight in his other eye.—G. B., Omaha.

Louisville's Anniversary

The Louisville office celebrated the tenth anniversary of the cut over consolidating the Cumberland toll with the Long Lines, by holding a re-union party on November 24. The cut over took place November 24, 1912. At that time there were 20 Cumberland and 10 Long Lines operators. At present only four of the Long Lines girls and five of the Cumberland girls are with the Bell System.

Invitations to the party were sent to all who were with us at that time, including the Traffic officials present at the cut over. We regret that only a few of the old timers could accept the invitation, as most of them are scattered to the four corners of the country. But we were made happy by receiving flowers and letters from those who

> could not come. Every one who did come had a roval good time playing five hundred, lotto, eating, and swapping stories of ten years ago. Here are one or two. Can you

beat them?

In 1902, the all night operator in the Louisville office, which was then in a cottage in Portland, thought she heard burglars prowling around. Being badly frightened, she called George L. Smith, who was the night operator at Terre Haute, for protection. It is not recorded

how George L. afforded her the protection she asked, but we mean to ask him some time how he managed it from that distance.

This recalls another good one about George L. singing to the girls over the lines to while away the night hours when there was nothing to do. It is remembered that he had a beautiful tenor voice that captivated the girls one and all.

Another one was told by the girls transferred from Cumberland toll to Long Lines at the cut over. Their practice prior to the cut over had been to make subsequent attempts on all reports every 15 minutes. Consequently, a great many of the message tickets had five or six tickets consisting entirely of ditto marks pinned to the stamped ticket. It took Miss Burkey several weeks to convince the girls that ditto marks were not reports.

Some funny things are still happening in 1922.

Operator: "On your call to Cincinnati, we are ready."

Subscriber: "Cancel it."

Operator (in surprise): "Cancel it?" Subscriber (in sympathetic tone): "Why, operator, they won't do anything to you for canceling it, will they? I've received a wire."

At noon, a lady subscriber said:

"I'm going to have a call from New York at three o'clock and I'm calling you now so you will keep the wire clear."—M. C.



Omaha Traffic's mascot as sketched by Miss Matilda Young, Northwestern Bell Company

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Fifty-Seven Kinds of Fun

THE 57 varieties have nothing on us in Harrisburg. Not that we belong to the pickle kingdom, or that we are endeavoring to outstrip Heinz' specialties. Oh no. Not a pickle even graced our table, but talk about varieties of fun! We had 57 beat a mile.

At the second District 24 gathering of the year, held at Harrisburg, Pa., November 18, under the auspices of Plant Branch 74, these 57 varieties of fun held sway. A good beginning was made by providing such food and in such quantities that no one could recalcitrate because of a slim table. Properly fed, everyone was consequently properly happy.

When all appetites were appeased the president of the Branch introduced the

following speakers in order:

J. L. McKay, Div. 2 Plant Sup't; J. P. Wadham, Div. 2 Traffic Sup't; H. H. Nance, Div. 2 Plant Engineer; H. J. Talley,

Dist. 24 Plant Sup't.

After the speaking the Branch theatrical talent entertained with a program of clever vaudeville stunts, and encores were as numerous as constellations in the Milky Way. Dancing, cards, music, and a good old get-together ended an evening thoroughly enjoyed by all.—H. C. S.

A West Palm Beach Party

Long Lines and Southern Bell Company employees enjoyed an informal social evening at the home of Mrs. Lena Seibert, on N Street, West Palm Beach.

In the contest of forming words from "telephone," Charles Parker, Southern Bell Company Plant, made the highest

score, having 30 words within the allotted time. C. W. Aud, Southern Bell Company Plant, has a very accurate eye, even when blindfolded, although he had several close competitors for pinning the clapper in the Local and Long Distance bell. Charles Courtney, Long Lines Engineering, insisted that he came second. As he did not have a tape or square in his pocket, he was guided by the buttons on his shirt.

On guessing magazine advertisements, Miss Eva Mae Swaverly, Long Lines Traffic, is an authority. She guessed the entire 23. But everyone guessed half, as they all easily recognized the advertisements of the Bell System, A. T. and T. and Associated Companies.

Music for the evening was furnished by Mr. Parker. Punch, ice cream and cake were served between the contests. The ice cream was given with the compliments of the Palm Beach Creamery in apprecia-

tion of good service.—Anon.

Pioneers Use Long Lines

One of the interesting problems which developed with the coming of the Pioneers to the Cleveland convention was that of

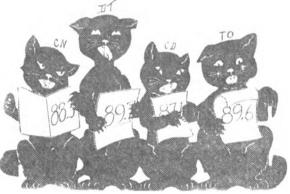
handling their long distance calls.

Eight long distance terminals from a special two position branch exchange on the mezzanine floor of the Cleveland Hotel, the Pioneers' headquarters, relieved the pressure from the regular house board, where there were two special lines for recording purposes only. There were six booths in connection with the special P.B.X., the remaining long distance terminals on the board being used for recording calls.

In the long distance office special arrangements had been made for extra people and the stage was set for a rush of business. Between 3:30 and 7:30, when the peak came, there were 12 outward operators and two supervisors on the job. Although there was a limited number of lines and

41.4 per cent. of the business was via traffic, including such long hauls as Havana, points in California and Texas, it was never necessary to quote a delay.

The extra operators to handle calls were furnished by voluntary overtime work on the part of the Cleveland force.



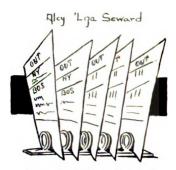
Marie Williams found this poster on the Detroit bulletin board of the Association of Employees. It is headed "Division 6 Quartet"



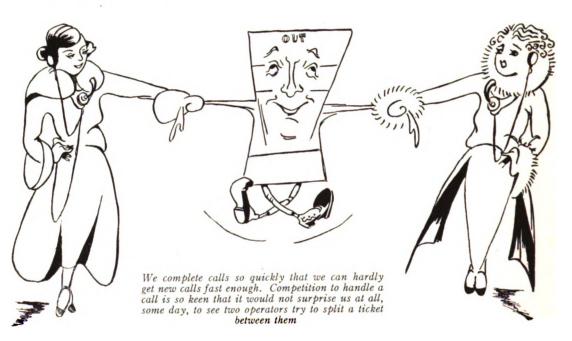
"Have you a little fairy in your home?" Of course, we mean Overlap Ringing which is now practiced by the outward operators

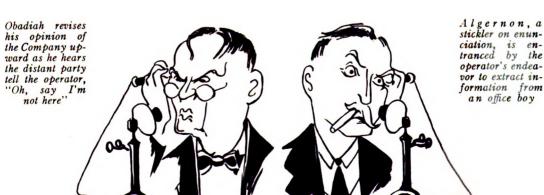
OVERLAP RINGING
is ringing both calling and called station
simultaneously and keeping the cords connected
so that the calling party
can hear the outward
operator deal with the
called station

Words and music by Miss Seward, New York Traffic



Since O. R.'s arrival last summer we have so many subscribers talking at once that our spiral looks like Flag Day





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AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

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W. D. STAPLES
Assistant to Director

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C. H. FULLER General Commercial Representative

E. T. WRIGHT Commercial Engineer

W. E. BELL Division Commercial Supt., Chicago

H. McDonald Commercial Representative, Boston

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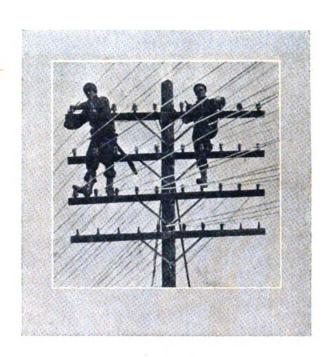
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Whatever Else May Fail

must not fail, if human effort can prevent it. When nature rages to the point where few things can stand against her, when property is destroyed and towns cut off, our service is needed more than ever.

If wires snap, if poles come down, somehow—in blizzard, hurricane or flood — the service is restored. Telephone workers — afoot, on motorcycles or trucks—get there as they can. Whatever else may fail, the service must go on—both day and night.



ONG INES

FEBRUARY 1923

She Finds her Best Models at Home

If the Woman's Home Companion finds its way to your reading table, it is likely that you have already made the acquaintance of Lucile Patterson Marsh's youngster pictures. Or failing that, you may have noticed the winsome kids that frequently grace the advertising of Colgate's, Lux, Mennen's, Jello, etc. They're usually Mrs. Marsh's handiwork too. Yes; it is Mrs. Marsh,

difficult as it is to believe when you meet the lady. What's more, she is raising two delightful little models of her own.

"My activities," says our artist, "are probably the most active in the world.

Here they are."

ONG LINES

Two Thoughts on Current Topics

"When a man becomes part of any enterprise the romance and significance of the enterprise are wasted on him, because his interest centers on himself."

NE of those sentences, you will observe, that now and then jump out at you from your morning paper—and make you disagree violently. Is it true? We don't believe it. "F. F. V.," of the New York Tribune, to the contrary notwithstanding.

A man—or a woman—is more than human if he is not self-centered to a certain degree. He may even have moments when self-interest blots out everything else. But to say that on entering it the romance and significance of his industry are entirely lost to him, all the time—as we understand F. F. V. to claim—is merely putting words together.

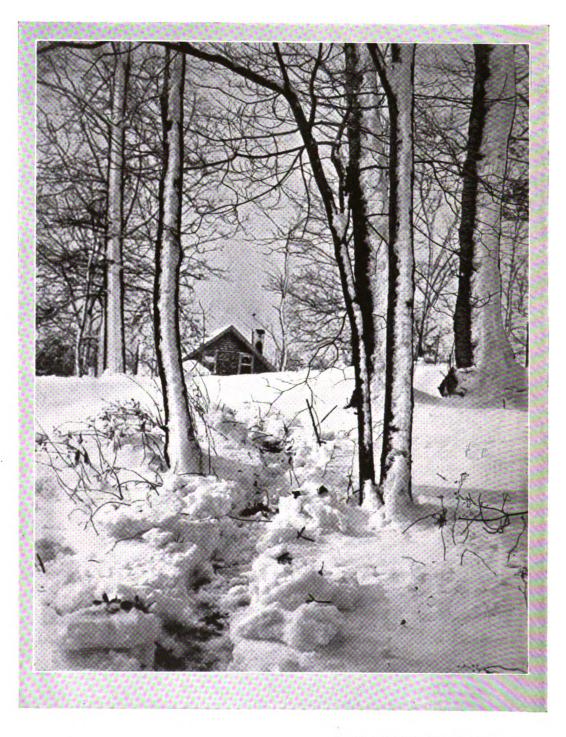
If F. F. V. should want immediate, understandable evidence regarding one enterprise, let him review the back numbers of this employees' publication. In every issue he will find contributed stories that should convince him of the error of his views.

And if he should want indisputable proof, let him ponder for a moment the fairly well-known history of our whole industry. If he were right, there wouldn't be any Bell System.

"Day by day, in every way. . . ." You know the rest. And whether you believe in Coué's incantation or not, you probably have been interested in the progress of his health clinics.

His doctrine has a definite bearing on our individual accomplishments. If we try to believe that each time we enter the office we are going to do our work a little better, and accomplish just a little more than we did the day before, that belief will become a reality.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 8 T. T. COOK, EDITOR FEBRUARY, 1923



THE PATH THAT LEADS TO HOME



Mr. Thayer at his desk talking by radio to New Southgate, England

TO ENGLAND BY ETHER

Long Range Radio Tests Develop into Important Accomplishment

ALKS Across Ocean by Radio Telephone." "Long Messages Sent Easily Over 3400 Miles of Water." "Sends Voice in Broadway to London, England." "H. B. Thayer and Others Heard Clearly."

These and dozens of similar headlines greeted newspaper readers on Monday morning, January 15. Following them appeared lengthy articles telling how H. B. Thayer, President of the A. T. and T. Company, and others grouped around his desk at 195 Broadway, telephoned to England the night before with no more effort than is involved in calling the folks at home to say you will be a little late for dinner.

The long range talks of Sunday evening, January 14, developed into an important achievement in trans-oceanic radio telephony. For weeks the Bell System's scientific staff had been conducting experiments with special radio telephone apparatus and methods. During these experiments our engineers used the station of the Radio Corporation of America at Rocky Point, L. I., to send signals and words to other engineers who had been sent to New Southgate, England, to assist in tests and observe results obtained under all possible conditions. On the evening of the demonstration, complete messages were scheduled for transmission and President Thayer telephoned from his office to England via the Rocky Point radio station as follows:

"This is Mr. Thayer of the American Telephone and Telegraph Company speaking from 195 Broadway, New York City, through the Rocky Point station of the

Radio Corporation of America.

The radio apparatus and system used in this test is made possible by co-operation between the American Telephone and Telegraph Company and the Radio Corporation of America and is the result of research and experimental work in the laboratories of the American Telephone and Telegraph Company and in the laboratories of the Radio Corporation of America and its associated companies.

"In 1915 the American Telephone and Telegraph Company transmitted a message across the Atlantic by radio telephone from Arlington, Virginia, to the Eiffel Tower in Paris, where it was heard and understood by our own engineers and by others. During 1915 we also sent a telephone message from Arlington part way across the Pacific Ocean to the Hawaiian Islands where it was heard and understood by our own engineers and by officers of the United States Since then great improvements have been made in the art not only of radio but of telephony and of radio telephony. In the experiments which we are now conducting we are making use of these improvements.

"Beyond a small group listening for this message in England, I do not know whose



Airplane view of downtown New York, with the building from which Mr. Thayer talked to England in the center foreground

ears this message may reach. To all who hear it, I wish health and prosperity. Will you who are now hearing it inform me that you have heard it and tell me how clearly it comes to you?"

Mr. Thayer began speaking at nine p. m. which was two a. m. Greenwich time in England. At 9:11 word was received from England by cable announcing the complete success of the experiment.

General Carty sent a message at 9:07 p. m., in which he said: "Alexander Graham Bell, the inventor of the telephone, was born March 3, 1847, in Edinburgh, Scotland. He went to Canada in 1870, and the next year he removed to Boston.

"While at Boston, in the summer of 1875, he invented a telephone which faintly transmitted parts of words and even entire words.

"It is related by Mr. Thomas A. Watson, Bell's assistant, that it was on March 10, 1876, over a line extending between two rooms in a building at Boston, that the first complete sentence was ever spoken and heard through the electrical telephone. It was spoken by Bell and heard by Watson, who recorded it in his note book at the time. It consisted of these words: 'Mr. Watson, come here, I want you.'

"The experiments which we are now making represent some of the advances which have been made in the first half century of the telephone art, which is now drawing to a close. They belong to the golden age of communications which has achieved the extension of the spoken word throughout both space and time.

"But this golden age has not yet ended, and when we contemplate the possibilities of the future we discover that it has only just begun. It is to the future that we must now turn our minds and direct our endeavors."

At 9:14 a cablegram arrived reading, "Purves recognized Carty's voice." This refers to Major T. F. Purves, Engineer in Chief of the British postal system.

Further messages were sent by W. S. Gifford and others, all of which were distinctly heard by editors, scientists, engineers and press representatives in England invited to form an audience during the experiment. Vice-President Gifford's message was:

"To-night's test of trans-oceanic radio telephony is the result of unceasing progress in the development of the art of communications. But to make possible such a significant scientific experiment, there must FEBRUARY, 1923 ONG INES

have been devoted service by scientists and engineers. It is their vision, their patience, their courage in undertaking the unknown, their faith in themselves and in the cause they serve, that have dissolved distance and brought men into a closer touch and a better understanding.

"On an occasion like this we cannot but feel the most profound respect for these men of great vision who paved the way of progress in the art of communication. Nor can we refrain from paying a tribute to the great numbers of other men and women who loyally and faithfully have worked in the laboratories and in the field to make the dreams of these scientists come true.

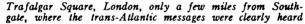
"All day long to-day here in New York and all over the eastern part of the United States, it has been snowing—the kind of storm which tests the plant and equipment that makes possible the speeding of communications from city to city and across mountains and rivers—the kind of storm which also tests the mettle of the men and women upon whose devoted loyalty these communications depend.

"Their spirit of service is typical of that which has made possible this test to-night and which is continually widening the field of communication and making it more useful to mankind."

During the progress of the test British press representatives cabled Mr. Thayer as follows: "Representatives of British press congratulate A. T. and T. Company and Radio Corporation in their epochmaking experiment, the success of which has exceeded their expectations, and in which they see the dawning of a new era in long distance speaking which will be of the greatest value to the press of the world."

Toward the end of the experiment a loud speaker was used successfully in England. The following message was received from Frank Gill, European Chief Engineer of the International Western Electric Company and President of British Institute of Electrical Engineers: "Loud speaker now being used. Good results. Great enthusiasm. Your interview on loud speaker came through fine."

A final message from Mr. Gill read as follows: "On conclusion of these most successful and historic tests which have made a profound impression all those assembled at the London end wish to congratulate most heartily the A. T. and T. Company and the Radio Corporation of America." At the end of the experiment





Mr. Thayer issued a statement containing the following important expressions:

"These experiments are part of our effort to determine to what extent the radio telephone may ultimately be employed in talking across great bodies of water where talking through telephone wires is not feasible. We are making steady progress, but there is much more to be done before we can speak definitely about establishing practical commercial radio telephone service across the Atlantic.

"The tests we are now conducting are adding a great deal to the knowledge of the art. Some very important data have been obtained from the work of the American engineers sent to England and of those here. The tests have been very rigorously conducted and for weeks our scientific staff has been sending signals of many kinds under a great variety of conditions. Selected words with no context as a guide to their meaning have been repeated thousands of times. The quality of transmission at all times, and under all circumstances, and the functioning of the special receiving apparatus set up in England, as well as that in America, have been observed with extreme scientific care.

Among those who, by invitation, listened to the voices from America as they were picked out of the ether were Captain Brandy of the British Air Ministry; Sir E. Murray, Major T. F. Purves, R. A. Dalzel, F. J. Brown, E. H. Shaughnessy and Mr. Linton of the British Post Office; Dr. Eccles and A. C. Swinton of the British Institution of Electrical Engineers; S. J. Goddard of the Western Union Telegraph Company; Captain Miles of the British Navy; Mr. Harriman of the U. S. Embassy; Sir A. Shirley Bonn of the Associated Chambers of Commerce; representatives of British scientific publications, and representatives of the International Western Electric Company.

The success of the demonstration was summed up in the following message to General Carty: "There is only one word—magnificent.—Gill."

One of the developments which have been in progress since the Telephone Company's demonstration of trans-oceanic radio telephony in 1915 has to do with the perfection of high-powered vacuum tubes, described in the November, 1922, issue of Long Lines. Each tube can readily

handle as much as 10 kilowatts of power.

In the present installation, which is located at the large Rocky Point station of the Radio Corporation of America, the final stage of amplification comprises a small group of these tubes operating in parallel. The output of 100 kilowatts is delivered to the antenna and, due to a new system of radio transmission employed, is as effective as 300 kilowatts would be in the systems commonly used.

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In the systems commonly in use about two-thirds of the energy goes into waves other than those which comprise the message, these waves being needed by many of the receiving sets in use for detection of the message. The new system suppresses the waves which do not comprise the message and reception is accomplished by generating locally at the receiving set a small high frequency current which corresponds in frequency to the suppressed waves. In the present tests this frequency is 55,000 and corresponds to a wave length of 5,400 meters.

The present system differs from the usual radio transmitting systems in another important respect. The usual type of transmitter sends out, in addition to the group of waves which does not comprise the message, two groups each of which does carry the message. In the new apparatus only one of these groups is radiated. This makes possible the sending of twice as many messages at the same time without interference. This feature is particularly important at long wave lengths where fewer messages can be carried simultaneously than at short wave lengths. The present system was perfected in connection with the so-called carrier telephone which is now in use in this country on certain long distance telephone lines.

The distance from Rocky Point to New Southgate is about 3,400 miles. Prior to the tests of Sunday evening, January 14, other tests were made to measure the transparency of the atmosphere to radio messages over such great distances. Measurements were also made on the strength which the signals received in New Southgate must have in order to be clearly heard above the noise of static and interference from other radio stations. For the purpose of these tests large numbers of disconnected, single words were transmitted.



"We would generally say to her, 'Just a minute, please'—"

"And ask in a stage whisper, 'What does FO mean?"

DEBUTANTES

A Student Operator Finds First Hundred Calls the Hardest By Ruth Alice Wistar, Cleveland

HAD several distinct impressions as a student and, as I had never held any positions before, my impressions were not based on comparison.

The first thing that attracted my attention was the wonderful care given the employees and the interest shown in their welfare by the Company. One could readily see this by the rest room and cafeteria—both being equipped with the best possible facilities. I was told also of the Employees' Benefit Fund which is truly a wonderful protection to the employees. I was rather skeptical at first as to the reception of the new employee. However, before the first hour was over, I could tell that the Company put forth every effort to make us feel as though we were one of them. The same was evidenced by the employees and we met congeniality on all sides.

The building impressed me as being very well kept up. I could easily see that cleanliness, ventilation and convenience were the result of systematic rules and regulations.

I was impressed and very much fascinated by the operating room. On my first day I was unable to gather any knowledge concerning the technique of operating, but I was astounded by the scope of the business and social world covered by the long distance operator. I wished more and more that the subscribers who mechanically asked for long distance could visit the

operating room just to obtain an idea of the time, money and effort involved in putting through their long distance calls.

I could not help but notice how intent

each operator was upon her work. It was as though each had an objective toward which she was putting forth every effort. I afterward found that each position did have an objective and there was a great deal of competition among the operators as to who could complete the highest per cent. of their calls. This spirit was contagious and we students were not long in entering into it with the same enthusiasm.

I was so interested that I forgot such a thing as time existed. Just to think! This was what I was to become a part of; true, a very small part, hardly worth mentioning, but the whole was made up of just such "parts," resulting in the composition of a great institution.

Classes commenced none too soon for me. We were introduced to our instructor and I will say in all of my school experience with instructors, never have I found any with more patience or willingness than the instructor of our class. Undoubtedly if the fundamentals of operating had not been taught clearly and in an interesting way, we would have become discouraged and disinterested. Part of the instructions were to "listen in" with the operators in the operating room. Thus, along with our regular lessons in class, we had obtained,

after the first week, a pretty clear idea as to what is expected of an operator and the general principles of operating.

I can readily imagine the fun we furnished the instructors at the school practice board by the mistakes we made. Green is no name for the color I felt. Some days, only about twice, did I feel blue and that was because I was "green"; but then, green things always grow. On Friday of the second week we were each taken to switchboard positions and told that we could put up calls. I guess we all quaked more or less, but at the same time we were very much elated.

Of course our first calls were easy ones for the ordinary operator, but they seemed to be quite an undertaking to us. My first call was to Hudson. I gave one last look at the instructor standing at my elbow (I looked upon her as a guardian angel just then) and with a shaking finger pressed the call circuit key. My tongue at first refused to do its duty but I finally secured the trunk and then plugged in and rang on the toll circuit. I recorded the trunk number and my personal number on the ticket in irregular figures and thought even this wasn't half bad. My senses which had been scattered seemingly to the four winds came back one by one. The distant operator answered and I passed my first call without any complications. I felt like celebrating. This was not hard at all and it certainly was fascinating.

Off and on during our first two weeks

at regular switchboard work we were quite mortified by the distant operator or subscriber demanding that we put some one on who knew how to operate and many other similar complimentary (?) remarks. Just because we had an instructor at our elbow we were prone to ask many inane questions and to rely on her assistance when we really could have thought out the situation without help. If the distant operator passed a code that we had not yet covered in our course, we would generally say to her, "Just a minute please," and with a desperate expression in our eyes ask the instructor in an exaggerated stage whisper, "What does 'FO' mean?" The necessary information was received—the day was saved rather I should say, the call was saved.

The greater part of our difficulty was due to lack of confidence in ourselves and a certain hesitancy, rather than lack of knowledge or common sense. I found that until I was willing to take the initiative I met with delays and complications.

After we had mastered the plugging drills, coin box drills, and call circuit drills, we were quite happy. The last week seemed the longest because we were so anxious to finish the course and be assigned to a regular switchboard position in the operating room. Then came "our day"—graduation. We were very excited and pleased to realize that we were now full-fledged operators, operating at regular switchboard positions. Our school days were over.

Said the Man in the Next Office

"STOPPING at the corner bootblack's on my way back from lunch," said the Man in the Next Office, "I was struck by the thoroughness of the old fellow who was polishing my shoes. At first I was delighted. Here, I told myself, was a thoroughly honest workman, giving full measure for his fee.

"But the minutes flew by, and still he was putting on one lotion after another, sponging it off, wiping the shoes dry, making them still dryer with a hot air device, brushing them with infinite pains.

"I had an appointment for one o'clock and as the time drew nearer and the old man was still puttering along, I began to get worried.

"Finally I told him to give them a quick brush all around and call it a job. I rushed off with the shoes half polished. I made the appointment with just a few seconds to spare. Next time I'm going to a bootblack who does a good job and doesn't waste time on frills that don't count."



HE sleet commenced early Thursday morning, December 28. A high wind, showing from 50 to 75 miles an hour, followed. Our troubles began right then; that northeaster cut a swath approximately 50 miles wide diagonally across the northern half of the Buckeye State.

Cleveland was the approximate center of the path to the northeast, with sleet making the wires about three fourths of an inch in diameter. Plenty of surface was exposed to that near hurricane. Poles and wires couldn't stand up against the combination. So about 3 a. m. we lost our first line, the Buffalo-Norwalk line, east.

Linemen were started at once for the breaks, but no one guessed the real severity of the storm at that time. Shortly afterwards, things began to happen fast. Line after line went down until at 10 a. m. the only direct line out of Cleveland that still stood intact was the Cleveland-Akron cable. Telephonically, Cleveland was as remote from the outside world as the South Sea Islands.

Section linemen were cut off from their stations with nothing but broken and leaning poles in both directions. The standing instructions covering this condition told everyone what was expected. And it was done.

Lines were covered through ice, mud,

slush and plowed fields. Reports began to come in from all section linemen and the test stations became the centers of great activities. But in spite of the noise and rushing around, there was plentiful evidence of system.

Results began to show at once. Each man buckled down to his job and did it. Time, food and sleep became things that they might have admitted having heard of if they had had time to listen to and answer such questions.

Reports showed that practically all the lines in northern Ohio were affected. Breaks of from 1 to 75 poles were recorded. The Buffalo-Norwalk line east, between Cleveland and the Ohio-Pennsylvania line, showed 120 poles broken. The Buffalo-Norwalk line west of Cleveland showed 344, the Cleveland-Columbus line 482, the Cleveland-New Castle line 86, the New York-Chicago line 700, the Norwalk-Chicago line 54 and the Philadelphia-Chicago line 616. It made a total of 2,402 poles. And the Ohio Bell had nearly 3,000 down.

But in spite of all this, luck was with us, for Toledo had an outlet to the west over the New York-Chicago line and south over the Maumee-Cincinnati line. Beaverdam is on the Maumee-Cincinnati line and had an outlet south. They went west over the Philadelphia - Chicago line. Cleveland's

only outlet was through the Akron cable into Cuyahoga Falls, then east over the New York-Chicago line and south through Navarre and Cambridge over the Cuyahoga Falls-Charleston line. The Philadelphia-Chicago line was o. k. from Navarre east.

That was the situation in a nut shell as it lined up from the reports. Some mess—and New Year's on the way, with the Traffic Department expecting a tremendous volume of business as forecasted by the abnormally heavy Christmas load. Could they help? "Could they?" You bet they could—and they did.

With men and women doing just a little bit more, the increased load was admirably handled. Frederick Uhl, though he doesn't

smoke himself, knew what the gang needed and sent a box of cigars out to Newburg. The Traffic girls sent out a real honest-to-goodness banquet of a meal and my gosh!

how it was appreciated!

The principal east and west lines all go through Ohio, so telephonically as well as geographically it is a big state. The Pittsburgh-St. Louis line was unaffected, but the others were in bad shape.

Covering the lines was work for supermen and the difficulties overcome by the linemen were innumerable. Poles and trees blocked the roads that were good and mud made many of them almost impassable. But the work of covering lines went on in spite of the overwhelming odds.

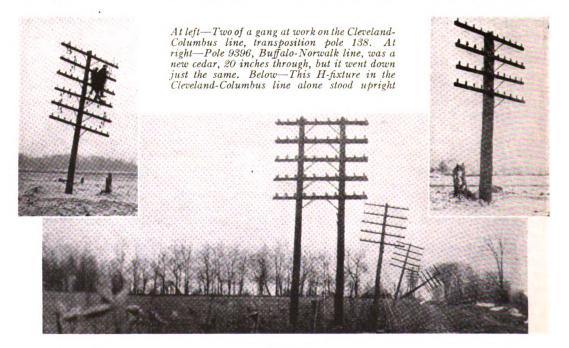
Our men saw sections of line which they were covering fall and in several cases narrowly avoided being caught. Cars had to be abandoned due to mud and one case was reported by a lineman who, while working alone, was stuck in the mud with his flivver. He cut a board to fit between the driver's seat and the pedal in "low," wedged this in and with all power on got out and pushed Henry through 100 yards of mud, which let the car in up to the running boards.

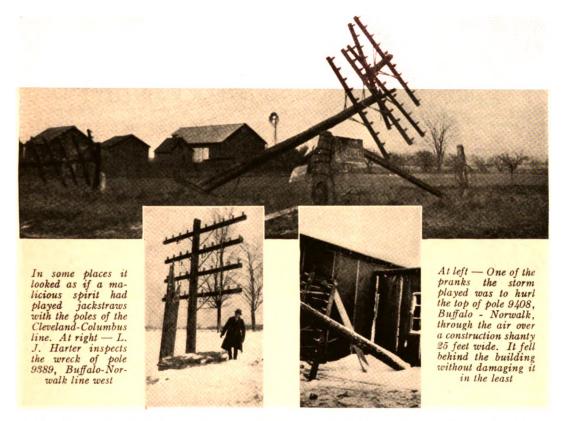
After the preliminary reports of the linemen were in, division line gangs were started for the scenes of action. Newburg was the center of the damaged zone and it was a welcome sight to all to see the foremen report for work. A total of 26 gangs reported under General Foremen C. W. Hawn, L. Gerdon, J. A. Brown, F. M. Linson, A. H. Putnam and P. Wise.

Gangs came from Division 4 under the following foremen: C. E. Waldo, C. Pearson, H. Wise, R. Carter, W. Williams, E. Daily, A. Berry, P. W. Currie, J. D. Leonard, M. Shultz, A. I. Ferguson, H. Cavanah, J. McSwiggin, N. Saunders, J. McGovern, O. J. Pressler, M. Dukes, E. J. Holder, H. Etherton and J. R. Fear.

The Ohio Bell, crippled as it was offered

The Ohio Bell, crippled as it was, offered through General Plant Superintendent W. T. Teague the use of any or all gangs needed. We took two under Foremen Shultz and Murphy. The spirit of co-opera-





tion! And it had a decidedly cheering, helpful effect on all. Division 2 gave us gangs under Foremen Dewey, Milliman, Powell and Taylor. They did real work and we congratulate Mr. McKay in having these men in his outfit.

Assignments were given to all and everywhere was the "Spirit of Service" evidenced. The answer almost universally given to an outlined job was "It shall be done." In times of quiet some not so familiar with the game may wonder if this Spirit we hear of and see typified in various Company pictures really exists or if it is only a myth. It is an ever present fact. The crisis brings it to the top. All petty things are forgotten and the Spirit is all-powerful.

Too much credit can not be given to the line gangs and the testroom men. To them belongs the credit for the restoration of service in the face of apparently overwhelming odds.

It would be impossible to detail each gang's doings. A few things typical of all will serve to illustrate the point.

One gang worked all day and late into the night in mud almost knee deep at all times. Thirty-six hours later, when they

were seen at work in another section, their clothes were still soaking wet from that mud bath, but they were going 100 per cent. strong and laughing.

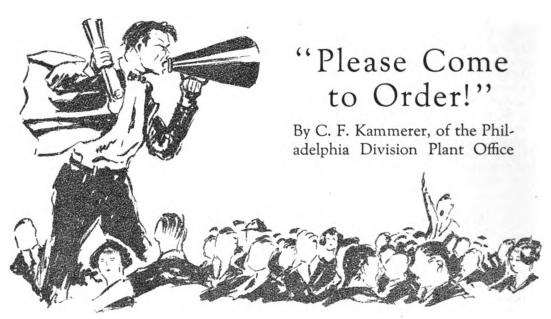
A 21-year-old foreman called in to report his arrival. He was told to see So-and-So and draw what material he wanted. His answer was "I have material. Brought it with me."
"Get a truck, then," was suggested. "I

have a truck," he answered.

"Well—" "—and I got money," came
the interruption. "Where do you want me to go?'

The Buffalo-Norwalk line east was o. k., second and third arms, except for a 7 pole break west of Painesville. At about 2 p. m. a foreman and his gang left a finished job for this break. They had no materialwe were all out of it then—but they did have instructions to make the second arm good through there at 6 p. m. if possible with open wire pulled from off the other wrecked arms. If they were unable to do this, they had orders to use the emergency cable that had been sent to a nearby pole.

At 3:30 they arrived on the job and at 6 called in. The emergency cable had not yet arrived. (Continued on page 38)



An Association Man, All in Fun, Holds a Curved Mirror Up to the Subject, "How to Conduct a Branch Meeting"

DLACE—anywhere within the realm of the Long Lines. The time is seven - thirty post meridiem. Sharp.

Punctuality.—Be sure to have all members in their places at least ten minutes before the time scheduled for starting. This may be accomplished easily by posting in the notice that refreshments will be served just before the meeting but none after it is begun.

Obtaining the floor.—Use a loud speaker or a receiver howl, as an ordinary gavel will make no impression amidst the clatter of dishes.

Calling meeting to order.—Stand very erect and assume a chesty attitude. If you have been so indiscreet as to have just held inconsequential chatter with a mere private in the ranks look especially stern and assume a harsh and artificial voice as though you were about to make a speech primed with irony. Clear your throat, permit an impressive pause and say, "The meeting will please come to order." Clear your throat again.

All of this will impress the Branch with the seriousness of the occasion and take all the self confidence out of any member possessed with a normal supply and prevent him from attempting to gain the floor for the purpose of expressing an intelligent thought. You will thus be saved confusion and the embarrassment of an interruption.

Reading of the minutes.—Always have the Secretary read the minutes in a low and indistinct tone so that they cannot easily be understood. By so doing you stand a better chance of having those portions which you have doctored getting by without notice. Also the Secretary will readily agree to this plan as frequently there are heated arguments in the course of a meeting during which the Secretary usually finds it more entertaining to be thrilled by eloquence than to be bored by taking notes with the result that the minutes may savor of imagination and sentiment and be minus the inclusion of certain important actions entitled to record.

Get the Secretary to post you as to the last few lines of the minutes to use as your cue to ask promptly if there are any corrections to the minutes. Do not allow any more than a very slight pause before stating, "Not hearing any corrections the minutes stand approved as read," and be prepared to proceed immediately with the next order of business.

This is important, as the slightest hesitation will result in some observant soul, who by accident has heard a part of the minutes, working up courage enough to take some exception to their reading. This, of course, would be most disconcerting.

Reports of the committees.—These are

necessary and will materially detract from the importance of your place as a presiding officer unless you are very careful, especially if you have been so unfortunate as to have inadvertently appointed a committee chairman possessed of a magnetic personality

You might try having the windows raised or lowered during these reports as this has been found effective at times. If there is no possible occasion for adjusting the windows try talking to the Secretary, or still better, wander down into the hoi polloi and whisper some meaningless message to an unimportant member.

Business discussions.—Encourage lengthy discussions if they relate to light matters of a humorous twang. They are entertaining, do no harm and shorten the time during which important actions, not of your sponsoring, might otherwise get a foothold.

When a motion is made and seconded which is to your liking invite, without delay, a call for a vote and add your lusty and sonorous "aye" to swell the affirmative vote so that the negative, if any, will sound weak by contrast. This often discourages the opposition from calling for a count. Of course you are not supposed to vote except in case of a draw but if you are careful you may take such a position as to make your vocal impressiveness unobtrusive.

Elections.—When an office is to be filled the membership must of course, be given what appears to be some voice in determining the candidate. Elections are designed for this purpose but they need not interfere with your individual choice if you have properly coached your befor**e** trusties the meeting.

The first thing to remember is to provide your candidate with some meaty information on some prearranged subject before the meeting and then introduce that subject during the meeting, thus enabling your

protege to take a leading part in the discussion. This will bring him into prominence and give the impression that he has brains even though his loft may not be so fortunately furnished. This discussion should take place shortly before the election.

When the time for nominations is announced one of your trusties should promptly nominate your candidate and before any one has a chance to make another nomination a second trusty should move that the nominations be closed. A quick second for the motion also should be prearranged. Call for a vote at once in which all of your bloc should vote "aye" with vigor. The others will usually join in from force of habit and there should be but a weak negative vote, if any.

Your candidate, being the only nominee, will be assured of election. But to remove any possible doubt about the validity of the election you may arrange to have a motion made, seconded and voted on authorizing the Secretary to cast a single vote indicating a unanimous election. Everyone will vote favorably on such a motion as a matter of courtesy—especially if the candidate is a lady.

The importance of giving the candidate sufficient prominence during the meeting should be emphasized, as it is by this means alone that you can make your trusties' motions appear spontaneous and preserve

> the confidence of your constituency and at the same time insure for yourself the desired outcome of the election.

> Adjournment.—Adjourning the meeting is a very simple proce-It is merely necessary to announce that, as there is no further business before the meeting, a motion to adjourn will be in order. The important thing at this juncture is the announcement just before adjournment that the committee will appreciate any assistance that the members might give in helping to move the chairs aside at the close of the meeting.



On the Edge of Nothing

Frank Benik Leans Out Over Space to Polish Windows Twenty-three Floors Up

F you can't find Frank Benik inside 195 Broadway, New York, try looking for him outside. The chances are you'll discover him, sure enough, leaning away from a twenty-third floor window at a sickening angle; sickening to you, that is, as you watch him from the safety of the street, for Frank himself doesn't mind it at all. Cleaning windows is his regular job and to him "top all same bottom," as he observes.

Hanging out over space nearly every day for 11 years hasn't made any outward impression on him. He's a pleasant looking, pleasant speaking young Czecho-Slovak, dark, slightly above medium height and huskily built. Climbing in and out of windows and working outside in all sorts of weather is no job for a weakling.

"She's pretty breezy for window cleaning, jus' now," he remarks, as half a gale carrying needles of sleet rattles the window beside you. "Blow ever' t'ing away—cloth, chamois, what you wear on head—ever' t'ing!"

Your imagination conjures a picture of yourself, midway between cloud darkened sky and icy pavement, trusting to a belt and a couple of hooks to keep you from being blown off a slippery ledge into eternity. Planting your feet reassuringly beneath your desk, you ask if he ever had a narrow escape from falling.

No, he assures you, but it's safer here than at the last place he worked. There they used ropes instead of belts and the hooks were loose sometimes. At 195, though, the strong belts are inspected frequently and the hooks are solid. Once he saw a window cleaner fall from another



It's safer here, says Frank, than at the last place where the hooks were sometimes loose

building. But you gather it didn't seriously affect Frank's nerve.

Not every one can be a window cleaner, by any means. It requires a special kind of temperament. Some men "—they look down; see people like little pin. Head go 'round, hand shake so they can't wash window anyway, if they want to."

Before he came to this country from Madunice, Czecho-Slovakia, in 1912, he worked in the railroad station in that town. But since arriving in the United States he has washed windows. For the last four years he has worked at 195 Broadway. Of course, it isn't always pleasant. Certain times of the year it has to be cold and windy, so one might as well make the best of it. And, though he starts work at six in the morning, he quits at three in the afternoon, which, after all, isn't so bad.

By working steadily and doing a good

job. Frank says you can clean four big windows, or five or six smaller ones, in an hour. Cold water, without soap, is used. If warm water was employed this sort of weather, the cleaner's hands would crack in many places, and they might easily freeze, especially at the tips of the fingers.

You first wash the glass clean with an ordinary rag dipped in water. Then you dry it with chamois and finally polish it

with a piece of dry cheese cloth.

Each window in 195 Broadway is supposed to be cleaned three times a month. In winter bad weather frequently upsets this schedule. But during the summer time, the panes are washed even oftener.

Whatever a window cleaner's wages are, they don't leave too great a margin after the living expenses of a family of six are subtracted. So Frank spends most of his spare time in a "lilly job," keeping the books of the Slavic society of which he is

a member. "It pay you dollar a day when you sick," he explains.

The Beniks live near 195 Broadway. In the family are also his wife, from the same country as himself, and his four sons. The eldest, Frank, jr., is eight years old. All four go to school, where they study hard ("They crazy for go to school. Speak two language, Slavic and American, bimeby three," says the father proudly) and play all the games American boys enjoy.

There is an old saying "Cleanliness is next to godliness." If that applies to windows the cleaner is also close to Heaven—

and in more ways than one.

All of us have moments when everything about our jobs goes wrong and we swear that we'd trade them for anything else on earth. Just about that time we notice a figure outside the office window silhouetted against a blustry sky—and we make at least one reservation immediately.

CONCERNING SORE THROATS

YOUNG MAN came to my office the other day and said, "Doctor, why do I have so many sore throats? I have always been perfectly well, always indulged in athletics and, aside from these sore throats, consider that I have always been a well man."

"Come into the examination room," was my reply, "and we'll take a look at your throat."

Aside from signs of a perfectly normal mouth, this young man possessed two huge tonsils hanging like a pair of gigantic ripe strawberries on either side of his throat. Why he did not have more trouble and more frequently repeated trouble, I am totally at a loss to explain, except that he was vigorous and strong.

The question was what to do with those tonsils. There was only one answer. He possessed a pair of tonsils which were potentially a very bad hazard. Possibly he did not know it, but for some years he had lived on top of a charge of dynamite which could have blown him either into the next life or into a stage of invalidism.

We selected a good hospital and an expert nose and throat surgeon. After his tonsils had been removed, he reported one afternoon and with considerable glee gave me an account of his operation. The sum of it was that the amount of discomfort forced upon him by this kind of surgery was in no way as painful or as prolonged as that which he had been accustomed to suffer during each attack of tonsillitis.

His continual comment was, "Why didn't I have it done before? I could have saved myself any amount of pain and a lot of days of disability."

If you are one of the many who are limping through life with a throat in which there seems to be something radically wrong, by all means have the question settled. See the doctor. If he says, "They should come out"—go to it. You'll be glad you did.

Medical Director



Your Voice Is You

Southwestern Bell Company Bases Long Distance Advertising on Personality of Human Voice. By W. J. O'Connor, St. Louis

TARTING from the premise that approximately 90 per cent. of our toll business comes from 10 our subscribers, we

per cent. of our subscribers, we have set out to interest the 90 per cent. of subscribers who are giving us only 10 per cent. of our toll business. Remembering what Mr.

Thayer said about our country being a nation of pioneers and colonists with the result that more than in any other country families are separated so that seldom does a man live where his father or grandfather lived, we thought it would be well to appeal primarily to the heart.

In addition, in our new series we are going to tear down and discard the old gods we have worshipped for so long—elimination of distance, speed of communication—and give our attention to a strange new god which we do not feel that we have given half a chance before: the personality of the human voice.

Our principal reason for discarding, at least temporarily, all three of these ideas is because we believe that our nearest competitors in the communication field, the telegraph and the mail, have practically the same arguments to offer on these subjects as ourselves; granting, of course, that the mail cannot compete with us in speed.

We believe it is a correct assumption that every time one of our subscribers has a message for delivery to a distant point, he consciously or unconsciously weighs the relative value of the letter, the telegram and the telephone conversation.

If our advertising succeeds, we hope that every time such a selection is required our subscribers will look to their telephone when they wish to keep the personal touch in their message.

That there is an undeveloped tendency on the part of our subscribers to do this even now is proved by the language of communications. We hear the message sent by mail referred to as a letter, the message sent by telegraph as a telegram—but whoever heard of a "telephom"?

It is for these reasons that we base our selling plan on the idea that "Your Voice is You." This means the discarding of our traditional illustrations—two subscribers sitting with telephones in hand at either side of the advertisement and a cloud or pole lines in between to indicate distance. In fact, we have a notion that an illustration of the telephone itself is not only unnecessary, but possibly inadvisable.

Our subscribers view the telephone instrument with the same complacent unconcern as they would the saltcellar or the proverbial morning egg—straight up or over. It is an intimate part of their daily life.

If by suggestive advertising we are successful in making our subscribers think of the telephone every time they think of distant friends or relatives, or conversely, make them think of distant friends or relatives every time they see a telephone, we will have accomplished a start.

Through the ages the poets have been advertising voice. Pliny, the younger, a good old Roman who lived centuries before the organization of the "The Telephone Pioneers of America," said, "The living voice affects men more than what they read." And Pliny was the Tyrus Ruth of the and Thought Literary Leagues of those days.

Longfellow wrote, "How wonderful is the human voice. It is, indeed, the organ of the soul."

La Bruyere said, "The sweetest harmony is the sound of the voice of one we love," and De Musset, not

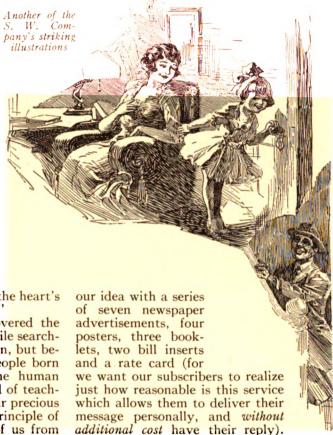
to be outdone, chirped up, "'Tis the heart's voice alone can reach the heart."

Alexander Graham Bell discovered the principle of the telephone not while searching for a means of communication, but because he had a deep pity for people born without the ability to hear the human voice. In searching for a method of teaching these unfortunates to use their precious gift of voice he discovered the principle of the telephone which keeps all of us from being deaf and dumb when we are separated from each other.

Other industries have set us a good example for selling the voice instead of the telephone. Sleep is being successfully sold instead of beds. "The skin you love to touch" and "that schoolgirl complexion" are making soap sales without a word about the fat content of the soap.

In the same way the manufacturers of talking machines are selling the rare privilege of being able to bring great artists right into your own home at any time you wish rather than the mechanically perfect instruments which will ornament your home.

We are beginning the attempt to put over



One of our booklets for counter distribution describes the oscillograph. It is based on the article which appeared in the November issue of *Long Lines* about this interesting instrument and supports the thought that "Your Voice is You."

We are attempting to interest as many employees as possible in the advertising. This employee co-operation, we believe, is an important part of the campaign, for if we can get a fairly good percentage of the 19,000 employees who make up this Company interested in the campaign, we will be practicing what we preach—putting the personal touch into our selling which each of us alone can give—the personality of our own voices.

NCE upon a time, not so very long ago, a man was riding along a road. The man was not riding on a donkey as in most fables. He was riding in a flivver. Suddenly there appeared at the side of the road a signboard which said, "Railroad Crossing—Stop, Look and Listen." But the man was riding very fast and did not take time to read it.

He no sooner passed the signboard than he and his flivver met a train, which was the end of the man, the end of the flivver, and is the end of our fable.



Our first public telephone station in Philadelphia, at 53 South Third Street. The photograph, taken in 1887, shows the manager and his office force

When Whiskers Ruled

J. S. Bridger, Traffic, and S. C. Ingalls, Plant, Recount Long Lines Pioneering in Philadelphia

HAT dreamlike memories the 27 year old picture of the old operating room brings to the minds of the members of the Philadelphia organization who were helping to develop the business in the little office at 134 South Fourth Street, which comprised 17 magneto positions on the second floor of a remodeled private residence. Not a great deal of traffic was handled in those days and 5 or 6 of the positions were necessary solely because all inward traffic was handled on a two ticket basis and was timed at both ends. It was not long before the picture (on page 33) was taken that Frank Griffin, then Superintendent, and Dan Gibbs, Wire Chief, used to wager cigars on whether the ticket count would show over or under 75 calls for a day's work.

Transmission difficulties were plentiful in those old days despite the good maintenance work done by those hard working old pioneers Dan Gibbs, Denny Hartney, Martin Doherty, John Griffin and Elmer Hertzler. Common battery telephones were unknown and grounded circuits were plentiful. As a matter of fact, nearly every

user of the long distance service had to be provided with a special long distance terminal in order to insure satisfactory transmission. Great was the rejoicing in the operating force when calls were successfully put through to Buffalo, Cleveland or Richmond, and how we all marveled later on when we could talk to Chicago!

Who would dare say that the operating force did not do a good job in those days? On every call recorded the subscriber kept his receiver to his ear until a report was obtained, so fast was the service, and in many cases conversation was started with New York before the outward ticket was completely written.

Most of the force is shown in the picture. Left to right they are the Misses B. Carnes, L. Howell, C. Carnes, L. Jeffries, F. Bitner, K. Harrison, E. Fister, K. Foster and M. Wilson, of whom the Misses B. Carnes, Howell and Bitner are still in the service. Two of the men shown in the picture, Messrs. Hayden and Bridger, who both started in the telephone game at Philadelphia, are still in the Bell System at Springfield, Mass., and New York (Long Lines) respectively.

Public relations were very satisfactory in those days because users did not complain if occasionally the transmission was not perfect or if calls were badly delayed because of wire trouble (no toll line cables in those days). Poor transmission to points 200 miles away was not altogether unexpected at times. As a matter of fact, subscribers had so much confidence in the Long Lines operators that frequently comments were made that reports of delay were unnecessary because subscribers felt that the operators did everything that could be done and would call them when the wanted party was available.

Scores of every day calls were given to the operator (we did not call them recorders because every operator did a little bit of everything) by merely saying "New York,"
"Boston" or "Bethlehem." Designation strips were unknown, as is evidenced by the picture frames at the top of the board, containing information regarding jack assignments and so on.

Rates in those days were on the basis of five minutes or a fraction thereof, and the calculagraph was just coming into use. Quite a number of disputed charges resulted because of this, as a subscriber who talked a few seconds over five minutes would be charged 10 and this would, of course, not be very pleasing, especially if the user thought he actually talked five minutes or less.

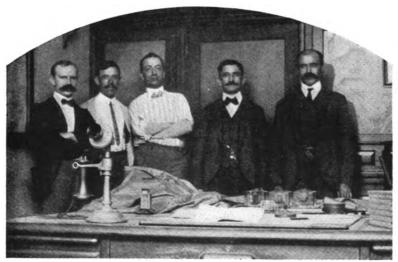
There was a position in the operating room styled the "monitor" in the old days, which was usually covered by a man. Out-

side of taking care of equipment troubles, wire troubles, working up emergency routes, answering oral and written complaints, helping operators build up circuits, arranging the operators' schedule, making transmission tests and visiting complaining subscribers, he had very little

We had no midnight peaks to bother us in the old days and one man ran the Traffic and Plant jobs without difficulty from midnight to 7 a. m., sleeping most of the time. There was no midnight traffic peak, as at present, but there was a peak at 6 p. m. because half rates were applied to all the traffic between 6 p. m. and 6 a. m. Coin boxes were unknown and public stations were provided at railroad stations, hotel news stands and in some of the larger office buildings and a commission of 10 to 20 per cent. was paid for making the collections.

Wonder what would happen these days if the Auditor required us to report in detail every outward and inward call handled and if we were required to check by telephone every inward record with the outward record at the distant office as the operating force had to do 25 years ago? Both of these jobs were comparatively easy but the difficulties we would encounter in these days can be well imagined.

Shortly after the picture was taken, the first supervisor in the Bell System was appointed and Miss Fitzpatrick, who filled the job, is still in the Long Lines service at Philadelphia where she started her telephone career.—J. S. B.



Taken about 1900, this view in Dist. Sup't. Griffin's office includes Messrs. McKay, Roller, Bridger, Hacker and Doherty

The first central office in Philadelphia was located in the basement of 148 South Fourth Street, and that reminds me that this same basement was subjected to some inconvenience from overflows due to the backing up of the city sewers whenever a high tide and a heavy rain co-ordinated. Our conductors, both underground cable and house-top aerial, were connected directly to a two-position Doolittle switchboard, without the use of main or intermediate frame for cross connecting purposes. While this made it convenient to raise the switchboard off the floor in time of floods, it was rather inconvenient to operate a switchboard on stilts during such periods.

At this time we were operating about seven toll circuits to New York and scarcely any direct terminals except to the pay stations which we were operating at certain cigar stores and hotels.

Our first operators were Harry G. Holmes and Robert G. McGill, and while women operators were at that time being used by the local company, we continued to use young men for our work until some three years later. The first named continued in service for a number of years and was at one time an assistant chief operator in New York City.

Second. About one year after the opening of service from 148 South Fourth Street, it was found advisable to increase our operating equipment, and two rooms

on the top floor of an office building, 136 and 138 South Fourth Street, owned by the Insurance Company of Pennsylvania, and immediately adjoining our old location, were taken. Two sections—four positions—of switchboard of a later type were installed in the back room, the front room being used as the Philadelphia manager's office. In it were located the manager and his entire force—one lone man acting as chief clerk, stenographer, cashier and office boy, and at times as substitute operator.

It was from this location that we were operating at the time of the famous blizzard of March 12, 1888. From this time our real development may be dated, as we received much favorable comment from the business world due to the fact that our wires were the only ones left intact between New York and Philadelphia after that storm. While not all our wires were free from damage, we had not less than two circuits all the time, and it was but a day or two before the others were repaired and in service.

In the meantime there was no railroad traffic for five days between New York and Philadelphia, and telegrams to Boston from Philadelphia went by way of New York over our wires, thence via cables to London and returned via cables to Boston. The Pennsylvania Railroad Company was quick to take advantage of the fact that (Continued on page 40)



Operating room, Philadelphia, at 134 South Fourth Street, taken Jan. 20, 1896. Left to right the girls are the Misses B. Carnes, L. Howell, C. Carnes, L. Jeffries, F. Bitner, K. Harrison, E. Fister, K. Foster, M. Wilson; Messrs. Bridger, New York, and Hayden, now at Springfield, Mass.

Good Bye and Good Luck!

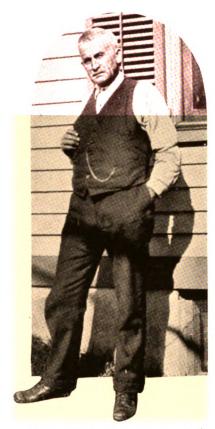
One of Our Oldest Section Linemen, Judson Torrey, of Wallingford, Conn., Retires With a Service Record of 37 Years

JUDSON TORREY, Section Lineman at Wallingford, Conn., at his own request terminated, on December 16, a service record of 37 years and four months. For the past 33 years he has been stationed at Wallingford.

On the evening of December 15, Mr. Torrey was given a farewell reception by his friends in Plant Branch 25, in New Haven. The reception was for the most part a gathering of old friends, pioneers of the telephone business who are at present scattered through the Long Lines Department in New England and New York.

A pleasing program of entertainment was arranged and greatly enjoyed. Miss Margaret Bradley, of the local company, opened the program and rendered several vocal selections which were warmly applauded. Then followed the speakers of the evening, headed by R. J. Lister, District Plant Superintendent of District 12, who, after congratulating Mr. Torrey upon his splendid record presented him with a beautiful gold watch as a token of the esteem of his associates in District 12. Mr. Torrey, in reply, expressed his great pleasure and deep appreciation of the gift in a brief but exceptionally well presented speech.

A. S. Campbell, General Supervisor of Lines, an old fellow-townsman of Mr. Torrey, and who has been associated with him since early boyhood, told an interesting story of their early experiences in building lines through the country. In spite of opposition and often in the face of jail sentences, they succeeded in getting the lines of a small and rather infirm telephone company through to their various destinations. It was such vigor and such determination that characterized the men of the early days of the telephone business



Judson Torrey, dean of our section linemen for years

and made possible the great organization of which we are members to-day.

Other speakers of the evening were C. C. Quimby, of Boston, Mass.; W. F. Norris, of New York; C. T. Thompson, of Boston; and J. O. Murphy, of New York; all of whom spoke in a most praiseworthy manner of Mr. Torrey's excellent service and spirit.

A feature of the evening's entertainment, which was especially enjoyed, was a sketch illustrating the troubles of a right-of-wayman and very cleverly presented by Messrs. H. S. Bennett, J. C. Hall and A. W. White. It was the unanimous opinion of all present that these three persons should apply their time and talent to the stage instead of the telephone business.

Here are some interesting figures in connection with some of the people present; ten pioneers, average age, 60 years, average term of employment, 34 years; all in good health and serving faithfully.

In the retirement of Judson Torrey there passes from the service one of the few remaining linemen of the old school. He was born 60 years ago in Cherryfield, Me., which has probably produced more telephone men for its size than any other town in the country.

As a boy he grew up in the lumber. business. He joined the forces of the Mutual Union Telegraph Company in 1881 under Foreman A. S. Campbell, where he served until the Postal Telegraph Company was organized. On August 16, 1882, he joined that company and located a portion of the first line built between New York and Chicago, and also between Philadelphia and Washington. In the spring of 1884 he was sent to Texas with a gang. Here he encountered many hardships and took his life in his hands many times. It all finally terminated in the arrest of the gang and they were tried for contempt of court in Paris, Texas. They were discharged, however, and paid their own way back to New York in February, 1885.

In July, 1885, he joined the forces of the A. T. and T. Company and started the location of the first line at Port Richmond, Staten Island, July 20, 1885. After this line was completed for a few months he was farmed out, with others, to a contractor, until August, 1886, when he started locating the New York-Boston main line on the Derby Railroad near New Haven. He also acted as assistant foreman on the New York-Buffalo line and the line between Chicago and Milwaukee.

He married Clara L. Wooding, of Wallingford, Conn., October 9, 1889, and went to live in the house that the Company had

just completed in that town. He has been there ever since. Mrs. Torrey was appointed test operator and is still in the service.

The Times and L. D.

At the New York Times, says an article in the *Telephone Review*, they think no more of telephoning to Chicago than to Yonkers. Some 4,000 calls a day are handled on "Bryant 1000"—a five position switchboard with 40 incoming and 20 outgoing trunks.

Five trunks are reserved for long distance calls. In the offices repose the telephone books of St. Louis, Detroit, Chicago, San Francisco, and other distant cities which are frequently called. Thus the Times keeps in touch with everything of importance that occurs in this country and in Canada. All is duly reported to the Times Square Building.

Whenever Times reporters want to get in touch with some official at Washington, or some big business man in Texas or California, they have found the most satisfactory way to do it is by long distance. A busy man is more apt to pick up a telephone ringing at his elbow, than to see a reporter who has been cooling his heels in an outer office.

As one man at the Times put it, "A telephone interview makes it easier to confine a man to the subject you want him to talk on. We have found that a big man is better pleased to talk to reporters over the telephone than face to face in his office."



Ten widely known veterans from New England and New York were included in the party given in honor of Judson Torrey by Plant Branch 25 at New Haven. They are, left to right, front row, A. S. Campbell, Judson Torrey, W. F. Norris. Second row, J. E. Belcher, C. T. Thompson, D. W. Vaughn, J. O. Murphy, M. Shea, M. W. Currier and W. H. Kavanagh



Turn Backward, O Time!

ONE of the most inspiring things we ever did was to go over this mass of old time photographs. Here were the men and the women who by ability and loyalty lifted the Department to its present position! The pictures that we could use appear here. They and the ones we were forced to leave out will be returned with heartfelt thanks.

First lineman and test operator at Maumee, 1893, F. Sproul (left) and G. J. Shepherd





Louis H. Ilsley in our New York power room, located at 18 Cortlandt Street, New York, in 1904 Circle—Chicago testboard in 1915, scrambled by the burning of the Marquette Park cable boxes Top—Jack Murry, now Chief Equipment Man, St. Louis (on ground, second from right) and J. W. Matler (in gray suit, in wagon) in 1906



Pole 11224, New York - Boston shore line, Boston on, at the Federal Street drawbridge submarine crossing, 1890-1910. Doors of cable box, open, formed protection against storms

'Way back in 1888—men working on the New York-Boston Main line. Miles Mahoney is seated, left. Standing, Jack Mc-Gilvary, Colin Grant, W. H. Kavanagh

"The Moving Finger W Move



"A carrier telephone circuit on the Logansport loop of the Phila.-Chicago line, in 1907." writes G. M. Nancarrow. "Note signalling system on carrier's neck"



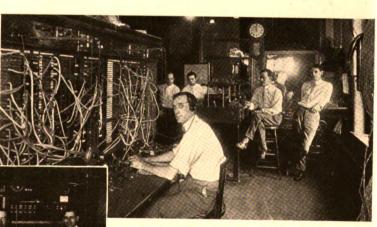
This is not the Old Homestead, but the Beaverdam test station in 1904. Plant and Traffic are represented by R. F. Darling, Misses Sadie Barr and Pearl Goodwin, Eben Young, Joseph Cobburn, R. B. Chapman. At right—Inside the Beaverdam testroom, four years later



Vrites and, Having Writ, On"

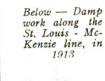
On the Memphis-Little Rock line, at Wheatley, Ark., in 1911, when the lines were maintained by the aid of hand cars. T. C. Vermillion, St. Louis, sent the picture

In the early 90's our men ran greater risk sthan the present safety code would allow. This snapshot from Cleveland shows some pioneer cable construction and a part of the crowd looking on



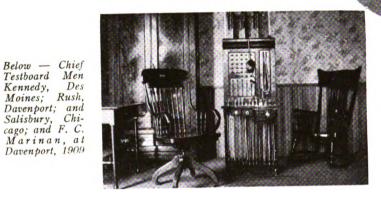
Enthusiastic supporters of the w. k. national pastime, at Newburg in 1905. Standing, left to right, are R. Russell, E. F. Barnes, F. E. Gebhard, H. D. Coe. Seated, B. O. McCall

Kansas City testroom in 1912, with B. W. Sayre at the board. The others, left to right, are E. Meisburger, S. D. Milburn, G. E. Hutton, L. Hayslip. At left—Indianapolis testroom, in 1910, showing left to right, R. B. Chapman, M. R. Davis, J. B. Forbes, C. L. Pond and E. C. Brown





discontinued as a result of it



Left — A view of the Hyde Park of the Hyde Park (Scranton, Pa.) office in 1896, showing the test-board and operating board. F. Roller, Phila., lent it to us

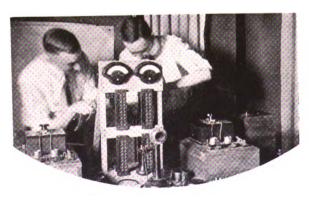




Right — When Right — When
Bill Cunningham, in Evansville, 1916, told
Sheaff and Glover
to "look pretty
now" they just
couldn't help
smiling

Kennedy,

Moines;



E. C. Brown, now Chief Testboard Man at Fort Wayne, Ind., got his start as a Postal Telegraph messenger 'way back in 1895 Below—St. Louis snapshot of a Long Lines bunch in righthand-drive days



F. H. Steele's first storm break, Springfield, Mass., April 3, 1891. He is the second child from the left perched on the pole. Now he is chief testboard man at Springfield

Right—Styles in ladies' wear and gentlemen's haberdashery, as shown by Traffic and Plant folks at Phoneton, in 1900, have changed



Below—A closeup of the Morrell Park testboard in 1907 showing Testboard Man L. S. Price, since deceased, and Equipment Man J. P. Roney





All the comforts
of home went
with the lunches
Ma Peters sent
to Leo at Morrell
Park during the
1913 break when
he was too busy
to leave



Left — G. A. Fineout and J. M. Mullin, in 1904, opposite pole 967, New York - Chicago line where it crosses the Passaic River

Quite Another Matter

SAT in the street car peering out the window at the downpour of rain. It seemed as though the very heavens would come down with the sheets of water. A terrible wind raged, tore and uprooted the trees and sent bits of wood and paper flying through the air.

An elderly, refined looking man sitting next to me remarked, "How foolish for any one to attempt getting off the car in such a storm. No employer would say anything if any of the force were late on such a morning as this."

He then added that he hoped his people wouldn't start out in it.

My pride got the best of me and I ventured to say there were several telephone girls on the car and that they would get off, storm or no storm.

"Oh, that's different," he remarked. "They are expected there."

I felt a little indignant, but answered, "You bet your boots, mister, the telephone girl is there; hers is a job that never stops for weather or anything else; her 'shop' is open 24 hours a day, seven days a week, and if you have time, come in the Long Lines operating room and watch them work. Why, that gang hardly knows we had a storm, unless it put some of their lines out of order."

But what if these girls had been late and this particular man had difficulty in reaching his party? I wonder if he would accept such an excuse as "Oh, well, we couldn't say anything because they weren't on the job in such terrible weather, you know."

-C. B. in The Jolt, St. Louis.

A Question of Time

THE following happened in District 31 once upon a time. This is a report to the Legal Department of the incident: June 4—Mule hired.

July 1—Went to stable. Found mule skinned up in 3 or 4 places. C. A. Thomas, the stableman, stated he found the mule in this condition and trying to get up. I treated the skinned places which were small. The mule seemed all right.

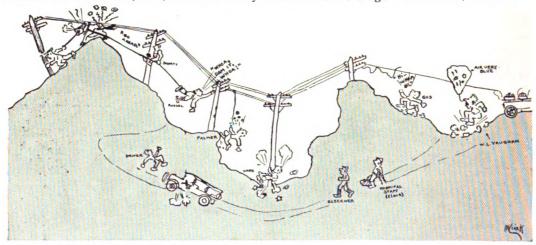
July 4—Mule turned back to Mr. Blank, the owner, and up to this date was sound as before the skinned places were noticed.

July 8—Mr. Blank asked me what happened to the mule and "Who beat it up like that?" I told him what happened and he seemed satisfied. I went with him to examine the mule, which we found in the pasture as active, or more so, than I had ever seen it. Mr. Blank bathed the places with liniment. A few days later he reported the mule "very well."

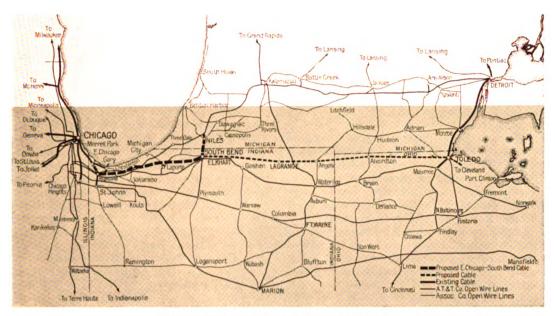
July 21—Mule died.

July 23—I was told that it died and Mr. Blank claimed \$50 damages. I advised him I would get in touch with the office, which I did, calling Mr. Dash, who thought from my explanation we were not responsible for the mule's death. I advised Mr. Blank of this opinion a few days later.

The mule was old and died a natural death from old age.—H. W. D., Atlanta.



From this graphic description of "Vaughn Stringing Wire in the Ozarks" it will be seen that life there isn't necessarily humdrum. Even the horse has his interesting moments. The picture was drawn by one of the men on the job. It was forwarded to St. Louis, where a friend of Long Lines saw it and sent it in



Outline map of the territory to be traversed by cables

That Chicago-South Bend Cable

Why It Is To Be Aerial Rather Than Underground

HE development of the Long Lines' telephone business will require among many other things a toll cable between Chicago and South Bend, early in 1924, and that cable must be promptly followed by one between New York and Reading via Easton, Pa. Construction work on these iobs is to start in 1923 and much work on the preliminary plans has already been completed. Within the next few years cables are expected to be required from Cleveland to Toledo and from Toledo to South Bend. When completed these four cables will, with existing cables, provide a toll cable plant extending from the Atlantic Seaboard to Chicago and Milwaukee.

The preliminary plan just completed, covering the Chicago-South Bend cable, involved an exceptionally close choice as between the relative merits of aerial and underground construction. From the many conflicting considerations, some favoring aerial cable and some underground for use in this case, a decision favoring aerial cable was finally reached and an estimate based on this plan was approved in the latter part of December, 1922. It is planned to have this section of cable ready for service by the spring of 1924.

The Long Lines Department has for some years had an underground cable plant extending all the way from Boston to Washington, a distance of about 500 miles; also from Chicago to Milwaukee, a distance of about 90 miles. In more recent years, aerial toll cable routes were established between Philadelphia and Atlantic City, from New York to Catskill, Cleveland to Akron, Ohio, Maumee to Detroit and other sections. These aerial cables are comparatively short, but longer aerial toll cables have now been planned for installation between New York and Chicago and in other long sections. Various portions of these projected toll cables are being placed as required. Between Philadelphia and Pittsburgh, aerial toll cable is now in service and the section between Pittsburgh and Cuyahoga Falls, Ohio, is now under construction.

In the case of the Chicago-South Bend cable, the next really large job on the cable program, there at first seemed to be an unusually good opportunity to justify the use of underground construction. Underground cable, on account of the usual permanency of an underground route, has some inherent advantages over aerial routes for long toll cables. The advantage of greater

permanency is largely due to the necessity for keeping the cable loading coils accurately spaced regardless of changes that may have to be made in a cable route after it is established. However, underground cable is much more expensive at first than aerial cable, due to the high cost of underground conduit as compared with pole line.

The condition particularly favoring underground cable in the Chicago-South Bend section is the distance along the direct route proposed for the toll cable in the Chicago-Toledo section, of which the Chicago-South Bend section is a part, as may be noted from the accompanying map. This distance is such that a complete set of the accessory apparatus can be eliminated from all the long through circuits at one of the intermediate repeater stations by using underground cable throughout the entire distance rather than aerial cable.

The possibility of thus eliminating one set of apparatus on through circuits arises from the fact that aerial cable, being more exposed to the elements, is subject to larger temperature variations, both daily and seasonal, than underground cable. These temperature variations change the resistance of the small copper conductors in the cable, causing wide daily and seasonal variations in the transmission efficiency of the telephone circuits. To offset this, complicated regulatory apparatus has to be attached to the circuits in connection with the telephone repeaters used on them.

The aerial plan, therefore, would add somewhat to the complication and cost of apparatus accessory to the cable plant, in that more regulatory apparatus would be required; also, on account of the lower average efficiency of the telephone circuits in the aerial cable in warm weather, the one extra set of apparatus for the long through circuits would be necessary with aerial cable, as compared with underground cable.

A detailed cost study of these two plans indicated that the total annual cost of the underground plan would be somewhat less than the corresponding annual cost of the aerial plan, but it would be many years before the slight annual difference in favor of the underground plan would make up for its higher first cost. Since the differences were relatively small and many uncertainties existed the aerial plan involving the smallest initial investment was considered preferable from the cost standpoint.

Aside from the cost feature, the maintenance of an aerial cable between Chicago and Toledo along or near the fairly good available macadam highways looks more attractive in some ways than maintaining an underground cable. The country to be traversed is, in general, flat and underground duct runs might be wet a large part of the time. If trouble developed in the cable sheath, it would frequently be necessary to replace two lengths of cable between three consecutive manholes on account of water getting inside the sheath. This involves taking a gang of men and two reels of reserve cable on a heavy truck and proceeding from one of the large centers such as Chicago, Toledo or South Bend, to the scene of trouble. The trip might vary from a few miles to as much as seventy-five miles from starting point to trouble location. With a case of trouble on the aerial cable sheath, on the other hand, the procedure would be, in general, for one cable splicer and his helper to take some splicers' supplies in a light car to the trouble, which could be cleared in a fractional part of the time required on the underground.

This feature of quicker and easier repairs with aerial cable is only one of the many considerations that may be enumerated for or against it. Permanency of route and small liability of damage to cable sheath are considerations favoring underground cable. Electrolysis is expensive and troublesome to clear in the case of toll underground cable paralleling electric railway lines using the earth for the return current. Aerial cable is not susceptible to electrolysis but may be somewhat more affected by interference due to the inductive effects of paralleling electric light or power transmission lines than underground cable. This factor must of course be taken into consideration in selecting and maintaining a route for aerial cable, free as far as possible from present or probable future interference of this kind.

With these more or less conflicting considerations to be reconciled in connection with such an extensive and costly project it was essential to take advantage of the most competent available experience and advice. To assist in this decision between an underground and aerial cable a conference was held at which were present representatives of the Development and Research, Opera-

(Continued on page 42)

Michael Grady

N December 4, at Montgomery, W. Va., our old friend and associate, Michael Grady, of Division 2 Plant construction department, passed to his reward.

In the passing of Mr. Grady the Company loses one of its pioneer locators. Many lines now built, more especially the

Harrisburg - Pittsburgh cable line, will stand as a monument to his ability as a locator.

Mr. Grady entered the service of the A. T. and T. Company on July 15, 1902. He was held in high esteem by all who knew him. He was a bachelor, having made his home with his niece, Miss Mary Adams, of Canton, Pa., at which place he was buried.

The memory of Mr. Grady will long live among his old friends in the Long Lines Department.—R. B. W., Phila.

Shifts In The Line-Up

Traffic—Zita Griffin, Operator, Buffalo, to Night Chief Operator, January 1; Jessie G. Percy, Chief Instructor, Buffalo, to Chief Operator, January 1; Edna M. Kornbau, Operator, Philadelphia, to Service Ob-

server, November 20; Mary L. Barty, Operator, Philadelphia, to Clerk, November 20; Josephine M. Grogan, Senior Operator, Philadelphia, to Supervisor, January 1; Nettie Gallagher, Supervisor, Philadelphia, to Clerk, January 1; Mary C. Morley, Supervisor, Philadelphia, to Operating Room Instructor, January 1.

D. S. Springer, District Traffic Superintendent, Jacksonville, to Division Traffic Engineer, Atlanta, February 1; S. C. Cowles, Traffic Supervisor, Louisville, Ky., to District Traffic Superintendent, Jacksonville, February 1; Ruth J. Spire, Senior Operator, Louisville, to Supervisor, January 1; Lillian Organ, Senior Operator, Louisville, to Supervisor, January 1; Pearl Brimm, Operator, Davenport, to Supervisor, January 1.

Azilda Prue, Operator, Chicago, to Supervisor, January 1; Mignon Struven, Senior Operator, Chicago, to Supervisor, January 1; Edna F. Whittingham, Senior Operator, Chicago, to Supervisor, January 1; Marie C. McVady, Senior Operator, Chicago, to Supervisor, January 1; Viola F. Puschell, Operator, Chicago, to Clerk, January 1.

Grace S. Shoemaker, Senior Operator. Kansas City, Mo., to Supervisor, January 1; Carrie Nelson, Chief Operator, Oklahoma City, transferred to Tulsa, December 25; Mrs. Leila Stansel, Senior Operator,

Oklahoma City, to Chief Operator, December 25; D. M. Slyh,

Traffic Supervisor, Cleveland district office, transferred to the Division

Office, December 15.

Helen Floyd, Service Observer at Cleveland, transferred Cleveland district office, January 1, to take the place of Mrs. Eva Shafer, who has been transferred to the division office. effective the same date. Anna M. Noel, Senior Operator, Cincinnati, to Instructor, January 1. H. P. Orth, Traffic Supervisor, Detroit, transferred to the Michigan State Company, January 1; E. A. Hoffman, Division Traffic Engineer at Atlanta, transferred to Cleveland, vice F. M. B. Merrithew, resigned.

Plant—C. F. Fischer, Supervising Clerk, Div. 1, New York, to Division Accountant, Jan. 1. H. W. Earl, Division Account

ant, Div. 1, New York, to Special Assignments, Jan. 1. B. A. Smith, Special Assignments, Div. 1, New York, to Chief Clerk, Jan. 1. N. O. Schaefer, Division Chief Clerk, Div. 1, New York, transferred to General Plant Manager's Office, Jan. 1.

R. N. Calvert, Testboard Man, Charleston, W. Va., to Chief Testboard Man, Jan. 1. L. E. Miley, Equipment Attendant, Columbus, O., to Chief Equipment Man, Phoneton, Dec. 1.

Red Radio

A small office near Buffalo notified the long distance operator that the chief of police in her town had no telephone. The distant operator said, "But I can notify him by hanging out the red lantern, and as soon as he sees it, he will come directly to the telephone." The call was completed in 20 minutes.—A. D., Buffalo.





everything in order—grape fruit on the table, costumed waitresses and a Santa Claus with a tree which left nothing to be desired

Trailing St. Nick

Following the Christmas Spirit Around the Circuit Reveals Many Long Lines Celebrations

HARING was the keynote of Long Lines Christmas celebrations in almost every part of the country this season as it has been in years past. Baskets of food and other forms of assistance were given to needy people in many towns and cities by our men and women. At a number of places friends were invited to take part in parties and dances. And at National Headquarters the annual Christmas carols, sung by the throng of Bell System people who packed the lobby the Saturday noon before Christmas, were broadcasted by radio so that every radio enthusiast in the vicinity of New York could hear and enjoy them.

During the week of December 11 to 16, candy and white elephant sales were held to raise money for Christmas baskets to be distributed to the poor. Fifty dollars was raised. Upon investigation it was found that the Salvation Army could fill more baskets for that amount than we could by making the purchases ourselves, so the money was donated to the Salvation Army Christmas fund.

On Saturday evening, December 23, a Christmas party was given jointly by the Southwestern Bell and the Long Lines associations. A program was offered which consisted of vocal and piano selections, dancing and humorous readings.

The feature of the program was Ring Lardner's "Not Guilty," which was funnier, if anything, than the original. To have fully appreciated "Not Guilty," one must have seen Alta Thomas as Cordelia Snow and heard her drawl, "Oh, I don't know—poisons are so uncertain in this climate." After the program Santa Claus, with several assistants, arrived and distributed the presents amid squeals of delight and "Oh's" and "Ah's" of surprise.

Judging by the number of happy, excited faces one saw, the party was a great success. P. S. The play is to be repeated for the benefit of those who had to work the night

of its "premiere."—A. T.

St. Louis

Everyone on the St. Louis force, their families and neighbors, sent something to eat for our baskets at Christmas time. After they were filled we were tempted to take them home. Everything imaginable

JONG JINES

in the line of eats and, in addition, \$5 was contributed.

The baskets were taken to a widow with eight children who live in the tenement district. We were glad to be able to help someone in need.

The Association of Employees bought 42 dolls and the girls dressed them. There was quite a bit of competition among the dressmakers and all dollies were very pretty. Balls, horses, trains and other toys for the boys were purchased and all were taken to St. Ann's Orphan Home.

The kiddies were delighted and asked us

to "Come again next year."

The fat faced babies were photographed, but the photographer unfortunately did not have the film developed in time to send in.—C. B.

Cleveland

Some time previous to Christmas, the names of seven needy families were obtained through the efforts of the welfare department at Cleveland, by a special committee of Branch 132 of the Association of Employees, located in the Division 6 office.

A special appropriation had been voted from the branch treasury, and this, combined with the donations made by the honorary members, was used to generously fill baskets with food for the several families.

On the Saturday afternoon previous to Christmas, Mr. Pease and his car were commandeered, and with the assistance of a committee of girls the baskets were delivered to those families.

General Traffic

The employees in the General Traffic Department, New York, held an informal reception on Saturday, December 23, to which not only all the members of the Department were invited but also former Traffic employees who are now associated with the other departments in the building. A large tree, beautifully decorated, was erected in the center of the room and the committee in charge served a buffet luncheon.

This, as well as the renewing of auld acquaintance, gave much pleasure to all present.—E. A. W.

Buffalo

On the evening of December 12, the Buffalo Traffic Branch held their annual Christmas party. District Traffic Superintendent Boltwood added to our joy by entertaining us all with a chicken dinner. Our Chief Operator, Miss Matilda Then, who is soon to be married, was the guest of honor, her place being marked by a bouquet of beautiful flowers.

The remaining hours were enjoyed, as a program of songs was furnished by artists, and Santa Claus came in about 10:30 p. m. with a gift for everyone, which, by the card attached, showed us that he had observed our doings for some time past.

It was a farewell party to Miss Then, as well as a Christmas party, and after telegrams of congratulations from her friends from other offices had been read, Mr. Boltwood presented her with a gift of silver from the members of the Buffalo office. Following this, our new Chief



Operator, Miss Jessie G. Percy, was introduced and presented with an arm bouquet of beautiful flowers.—A. D.

Kansas City

The Kansas City Long Lines Traffic and the Southwestern Bell Associations of Employees gave their regular Christmas party Thursday evening, December 21, at the Telephone Building. A very delicious turkey dinner was served in the cafeteria at seven o'clock during which many interesting talks were made by the various guests.

The dinner was followed by a very entertaining program with Santa Claus arriving as a climax. Everyone received gifts, after which dancing completed the program.

—A. H. W.

West Palm Beach

Long Lines and Southern Bell employees at West Palm Beach united in their Christmas entertainment. December 22 found a big short leaf pine tree, secured by the Plant Department, decorated by a joint committee from the Traffic departments. A week before the names of all who wished to participate were written on slips of paper and each one drew a name to play Santa Claus for.

Furniture and rugs were removed from the rest room and after much fun opening packages—of a large variety for the girls; handkerchiefs, socks, ties and cigars for the men—the evening passed all too fast with dancing. Fruit, candy and nuts were passed around and fruit punch served in the school room adjoining the restroom.—C. B.



Maybe the Joplin Santa Claus wouldn't have taken a prize in a beauty contest, but his good nature couldn't be equalled

Memphis

On December 26 the Association of Employees at Memphis held a party and dance in the operators' rest room, the room being beautifully decorated in holiday colors. Miss Anita Topia gave a most enjoyable reading, especially worded to praise the American telephone operators. At a late hour the young people left for their homes.—E. P.

Evansville

A Christmas party was given by the girls of the Evansville office Thursday evening, December 21. District Traffic Superintendent C. W. Hadlock was a special guest. Everyone seemed to have a very enjoyable time.

There were several contests, the prizes being awarded to Mr. Hadlock and Miss

Woehler, our Chief Operator. Mr. Hadlock won a cane, to be used when he is old and feeble and retired on a pension. He also won a revolver.

(Continued on page 42)



Tulsa girls presented
"Not Guilty." The
cast included M.
Gandall, W. Nance.
C. Schutte, M. Foster, C. Strong, F.
Bradshaw, A.
Thomas, M. Carson,
L. Rose

Mrs. Bell Quickly Follows Husband

ESS than six months after the passing of her husband, Mrs. Mabel Hubbard Bell, widow of the late Alexander Graham Bell, died January 3 at the home of her daughter, Mrs. David Fairchild, at Chevy Chase, Md. Shock caused by Dr. Bell's death last August brought about the illness to which she finally succumbed.

Unusual tenderness and devotion marked the married life of Dr. and Mrs. Bell and it was her affliction which was at the same time the source of much of their happiness.

Total deafness, brought on by an attack of scarlet fever when she was three years old, led to Mabel Hub-bard's being sent to Alexander Graham Bell's school at Boston. Professor Bell became a frequent visitor at her home and fell in love with her. The inspiration of hoping to find some means of making her hear led to his experiments in phonetics which cul-minated in the discovery and invention of the telephone.

Her faith in her husband's genius and her constant encouragement contributed greatly to his success. Dr. Bell frequently said that if it had not been for her, he would not have made his trip to the Philadelphia Centennial in 1876, where his invention first received the world's recognition.

Although necessarily overshadowed by the genius of her husband, Mrs. Bell's own accomplishments were considerable, especially in view of her constant handicap. Through her mother's devotion she learned to speak and read the lips of others and her ability, shown in a demonstration before Massachusetts legislators, led to a charter being granted for the first school of

instruction in this method to be founded.

Her efforts to overcome her handicap were untiring. She studied in France and Germany, and learned to converse fluently in several foreign languages, so that she came to be known as the most cultured deaf woman in the world. From time to time she contributed articles to periodicals. In 1895 she wrote an article on lip reading which appeared in several foreign publications. She was the author of a book and of a number of plays. In addition to all this, she was her husband's business manager, and also a delightful hostess, and entertained some of the most eminent people of the day at her homes in Washington and

Cape Breton.

She is survived by her two daughters, Mrs. David Fairchild and Mrs. Elsie May Grosvenor, wife of Dr. Gilbert Grosvenor, President of the National Geographic Society, as well as by her sister, Mrs. Grace Hubbard Bell, wife of Charles J. Bell, president of a Washington trust company and a director of the Chesapeake and Potomac Telephone Companies. Several grandchildren are also living.



Mrs. Bell and the man whose inspiration she was. From a copyrighted photograph made by Gilbert Grosvenor, her son-in-law

New York Men Meet

The regular meeting of Plant Branch 91, New York, was held January 8 and 9. New officers were elected for the current year. The by-laws of this branch were revised to agree with the new

constitution of the Association.

Dr. C. F. Kedgarde, of the New York Company, Long Island division, gave an interesting talk on first aid methods which should help to put Division 1 to the front in accident prevention and care. W. F. Norris spoke on the work of the past year and the excellent service rendered by the whole division during the breaks of last winter.

News From the Valley



Lena R. Seibert, West Palm Beach, on December 26 completed a service record of six years without a day's absence except during vacations

annual election of officers for the Branch took place.

W. J. Madden, Telegraph Repeater Attendant, who has been at Crouse-Irving Hospital on two different occasions since September 16, has returned to duty.

Three days a week, the boys are bat-

tling with the algebra examples. We are given to understand the barbers around the South Side have put in an extra order for hair dye, to eliminate the gray ones.

eliminate the gray ones.

By watching George
Bennett and Jack Russell at the testboard,
when figuring out some of the algebra examples, it is difficult to tell just what they are trying to do with the A2s and B2s. But they always seem to get an answer of some kind. Also, we wish to state that Tom Daniels is fast acquiring the knowledge essential for algebraical training and may be up on the hill some day (Onondaga Sanatarium Hill) before very long.

OME time having elapsed since Plant Branch 24, Onondaga Valley, N. Y., has been heard from, we think it is about time to get busy so as not to be forgotten by other branches, who are enjoying winter festivities.

A chicken supper was held at Kohls' restaurant, Wednesday evening, January 10, at which time the for the Branch Our school work is progressing nicely under the careful instruction of Messrs. West and Goodrich, and the two classes comprise nearly all the testboard men, repeatermen and equipment force. The evening trick men, Van Horne and Cassidy, come early for the 3:30 p. m. to 4:30 p. m. class. The boys seem to be interested in the work and are taking hold of the work in a pleasing manner.—W. J. M.

Merrithew In New Field

All the men in Division 6 who were in Cleveland attending a conference joined with the Division office force and several men from the Ohio Bell and the Michigan State companies in a dinner and theatre party given in honor of F. M. B. Merrithew, Division Traffic Engineer, who resigned to enter the Chicago College of Osteopathy.

At the conclusion of the dinner Mr. Uhl gave a talk in which he expressed the deep regret that all the members of the organization felt at Mr. Merrithew's leaving and wished him every possible success in his new undertaking. He then presented him with a gold watch as a token of his fellow workers' esteem.

The White Man's Burden

Reports of trouble on one of the Pacific

Company's lines running through a wild part of their territory had been reported for several days, as one of their employees tells the story. Part of the time the line would be good. Then it would stop working for a few hours, only to return to normalcy later.

Finally the cause was found. A band of Indians had a fishing camp in the mountains. Nearby, the telephone line, pulled low by sleet storms, sagged close to the ground. It offered a splendid place on which to hang the wash, and the squaws were using the opportunity to good advantage, totally unconscious of the confusion they were making by short circuiting the line.



F. M. B. Merrithew, Cleveland, recently left the Department to enter the Chicago College of Osteopathy

S. R. Gentry Resigns

AFTER ten years with the Bell System, S. R. Gentry, Chief Testboard Man, Charleston, W. Va., has resigned his job to enter business for himself at Huntington. He entered the Chesapeake and Potomac Company in April, 1913, as testboard man at Charleston, in which city he spent his entire telephone career. In

1918, when it became necessary to rearrange the testing station at Charleston, with R. N. Calvert and O. C. Reed he was transferred to the Long Lines Department.

A dinner in his honor was given at the Ruffner Hotel, Charleston, by his former associates of the Long Lines and the Chesapeake and Potomac Companies. Long Lines men present included C. G. Bradley, R. N. Calvert, J. F. Carthy and O. C. Reed.

During the course of the dinner, a letter was presented to him and read aloud. It purported to come from some of his former station linemen and said in part:

"We just heard the other day that you had quit the Company cold and that you was going into some kind of business with Gentry Brothers.

"Of course most of us know we have been here longer than you have and of all the testboard men that have been here in that time, you are the durndest big talking little man that we have ever had any dealings with. When you used to call up about three or four o'clock in the morning to go on a case of trouble to be cleared by the time folks wanted to begin using the line, to hear you talk we thought you must be about seven feet tall and weigh 400 pounds. But the first time one of us laid eyes on you we wondered what your pa was doing letting you run around the office looking after his job.

"Then one time somebody down in Charleston sent you out here and made you walk the Hawks Nest line from the junc-



S. R. Gentry, Charleston, W. Va., has left the Department to enter business for himself

tion of the Petersburg-Georgetown to Thurmond. Since then you have been a little more human, that is, as human as is possible for a testboard man to be, because you think all you have got to do is sit up in a nice warm office and run us linemen around over the snow and ice and out in the cold and wet while you slap your feet on a hot radiator and think you know more about what we are doing out here than we do

when we are here on the

ground.

"Well, Mr. Gentry, we are right sorry to hear you are going to leave us and we did hope that they would bring some man here to take your place that would have a little pity on us station men, but we hear now that R. N. Calvert is going to be the man to take your place and all we can say is that as far as we linemen are concerned, the Company has swapped the devil for the witch, because while you have been letting him issue orders when you were not there in the office he has been riding us worse than you ever did and that is saying a heap."

Birmingham Feasts

We want to tell you about the most enjoyable and enthusiastic meeting ever held by Birmingham

Branch 78, Plant, at the Southern Club—Birmingham's most exclusive club house—not long ago. The feature of the evening was a five course banquet, supplemented by a few brief but interesting remarks by our popular District Plant Superintendent, W. H. Barnes; together with high class vaudeville and other entertaining numbers.

The annual election of officers followed the entertainment, which was the first to be held under the new consitution.

Our branch boasts of having the finest bunch of athletes south of the Mason and Dixon Line. Our baseball team did not win the city league pennant this season on account of the season closing too soon, but we were hitting a winning stride at the home stretch.—D. S. G.

Ohio Fights Hard

(Continued from page 11)

"Test the second arm," requested the foreman. It tested o. k.

"Put up for the night," said the testroom, "and get the third arm through first thing tomorrow morning."

"Test the third arm," came back.

It, too, was o. k. And all with salvaged material, and done in two hours and a half working time! Do you wonder that we would welcome some modern Homer who'd sing just praise of our linemen?

Poles also did the impossible. Number 9408 of the Buffalo-Norwalk line east snapped off at the top about 5 feet below the fourth arm. The wire entangled top, lifted by the wind, cleared the roof of a construction shanty 25 feet wide and landed in the rear without damage to the shanty.

Doing what couldn't be done and doing it

well, the gangs cleared the mess and restored order with or without material. At 10:15 a. m. Sunday, December 31, the first line came through. It was the Cleveland-New Castle line and it gave the thrill supreme to those testboard men who were waiting anxiously for it.

After that came the Buffalo - Norwalk line west, and so on. Carrier current was put on immediately and linemen calling in to report claimed that San Francisco had answered them.

Plant While was fighting its was fight against the storm, Traffic had its hands full too. That they did real work is evidenced by the results shown in per cent. completed. With a 60 per cent. circuit shortage they completed 77 per cent. of the business and, as the number of circuits out decreased to where the

circuits out were 25 per cent. of the total in the office, they completed 85 per cent. This did much to keep down complaints and our gratitude to our sisters and brothers on the job is real.

As an example of the splendid work done by the operating forces—notwithstanding a 60 per cent. shortage in circuits on December 28 and 29, and a continued shortage varying from 60 per cent. to 10 per cent. on January 9, the per cent. completed at Cleveland averaged 82 during this period.

Furthermore, during the first week of January, with an average shortage in circuits of 26 per cent., the number of messages completed was 10 per cent. more than in 1922. And just as good work was done at Toledo and Detroit.

The last wire was made good at 3:10 p.m. January 9, on the Cleveland-Columbus line. Everyone breathed a sigh of relief.

Work has now been begun to make repairs permanent and it will be a real job. The important effect of the storm is that it made men. Too great credit cannot be given to those who stood on the firing step. The linemen. the testboard men and those who so ably directed the rereconstruction — our hats are off to them, one and all, and District 44 is proud of them and the work they did so uncomplainingly.



This picture gave Merry, Lora and Elliott, of Foreman Saunders' gang, a chance to draw a quiet breath. They earned it. Above—The end of the last round found this H-fixture groggy but still on its feet

This Won't Hurt

A dentist, relates the New York Evening Post, went fishing and was disgusted at landing a large and rotund catfish. He seized the beast firmly around its waist and began to work the hook out. Quite automatically and with his usual air of courteous firmness he bespoke the fish. "Open wide," he said.

FEBRUARY, 1923 ONG INES

A Dual Program

DEMONSTRATION of the reception of radio broadcasting was given by the A. T. and T. Company at the annual banquet of the Massachusetts Bankers' Association, held in the ball room of the Copley-Plaza Hotel, January 4. This demonstration was unique in that it was the first time any two broadcasting stations have been tied together for the simultaneous broadcasting of a single program.

A special program was broadcasted by Station WEAF of the A. T. and T. Company at 24 Walker Street, New York. Special high quality telephone circuits were connected to the output of the speech amplifier at the New York radio studio. These circuits carried the voice energy to Boston, where it was delivered to the loud speaking control room at the Copley-Plaza Hotel, and to the radio studio of the Shepard's Stores broadcasting station,

The Shepard's Stores station received the New York program by wire during the entire evening, and broadcasted it as their regular evening program. In event of the failure of Station WNAC, the program from New York could have been received at the Copley-Plaza Hotel direct by wire.

WNAC, Boston.

A radio receiving set was installed at the Copley-Plaza Hotel, which received the New York program as broadcasted by Station WNAC. Circuits from the radio room at the Copley-Plaza carried this

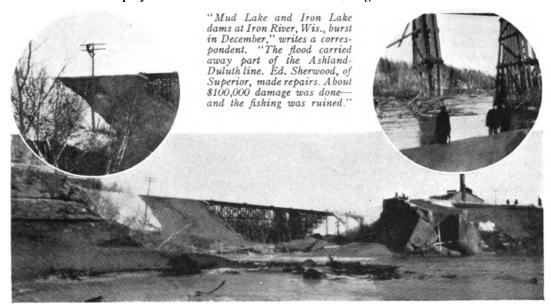
program to the Bell loud speaker located at the same place, at which point it was amplified and heard throughout the ball room. As the program consisted principally of musical numbers, special attention was given to all circuits and apparatus to insure the perfect transmission of the music.—W. D. P.

A Health Talk

The third of a series of lecture programs, under the auspices of the educational committee of the General Office Council, was given on Monday, January 15, in the Assembly Room on the third floor, national headquarters, New York. The subject of the lecture was "Medical Health Supervision." Dr. C. H. Watson, Medical Director, A. T. and T. Company, delivered an able talk, outlining to some extent the history of the Medical Department and its aims, with interesting statistics as to the amount of sickness among the Long Lines employees, and time lost by such sickness.

Dr. Watson explained the purposes of the Medical Department and just what the employee could expect to obtain in the way of diagnosis and treatment. The lecture was supplemented by a motion picture entitled "Stonywold in the Adirondacks," showing the sanitorium to which employees in need of the environment it offers are sent.

Preceding the lecture a musical program was given, consisting of violin and piano selections, together with two vocal solos.



When Whiskers Ruled

(Continued from page 20)

our wires were available for service and made much use of them. The newspapers, of course, were very anxious to monopolize them, as were many other of the larger business firms, but with true public utility spirit the Long Lines officials divided up the use of the circuit time so that the public would get the most benefit.

Third. We then took the rear portion of the third floor of a remodeled residence building, known as 134 South Fourth Street. This rear section, as was the custom in this class of residence buildings in Philadelphia, was almost entirely separate from the front section, except that it was reached by the same stairway. On this floor we equipped six, and eventually eight, positions of switchboard, and a oneposition testboard. I well recollect the energy that was exhibited on the part of all employees to hurry along the installation, as even the office force turned in after office hours and assisted with such work as forming and sewing of cables.

Fourth. The installation in the front section of 134 South Fourth Street must have been made during the year 1895, as I find that the date of a picture accompanying this article is January 20, 1896, and it was taken very shortly after we started to operate on this new board.

Incidentally I might add that at this time we also occupied the first floor of an old building located at 114 South Fourth Street as our main pay station. It had been fitted up with easy chairs, settees and other special furniture, with a special type of sound-proof booths and a small one-position section of switchboard with an attendant operator.

Fifth. Our next move to larger operating quarters from 134 South Fourth Street was to a new operating room located on the second floor of the Bell Telephone Company's building, 406 Market Street, where a complete new installation of switchboards, including chief operator and supervisory positions, was made. A complete new terminal and testroom with separate Morse and testboards, cable racks and cross connecting frames was also installed on this floor in a room adjacent to the operating room.

This new operating room had about 30 positions of various kinds, and as this was

an increase of nearly 100 per cent. it would be but natural to expect that we were fixed to stay "put" for a number of years. But much to our surprise, we had been operating from this point but a few months when it was determined that a new move must be arranged for, as the space we then occupied could not be enlarged to any great extent.

Sixth. The only available space in sight seemed to be the entire first floor of this same building, 406 Market Street, where there was a narrow gallery or half floor over about one-third of the main floor which would provide for additional growth as needed. This move did not appeal to most of us as very desirable from a working viewpoint, but there seemed nothing else to do. The space vacated on the second floor was to be used for operators' rest, lunch, and locker room. The test and terminal equipment was to remain where it was then installed on the second floor. As indicated, the business grew too fast for us and we had to locate a new central office.

Seventh. After considerable search it was decided to take space on the seventh floor of the Philadelphia Bourse Building, where our present operating room is.

Contemporaneous with these various moves, I recall a few names of pioneers who are still in the business:

A. S. Hibbard, now retired, was General Superintendent, with headquarters in New York. But he spent a great deal of time in Philadelphia. In fact, he usually had on his overalls and jumper suit, personally assisting with all kinds of practical work.

George M. Yorke, now Vice-President of the Western Union Company, as district inspector supervised the work of installing our third office. John Griffin assisted; also Martin Doherty and D. R. Gibbs.

A. W. Drake was first employed about the time of our fourth move.

J. S. McCulloh, now Vice-President of the New York Company, had a great deal to do with designing many of the new operating features of the sixth move, and R. E. Russell assisted in supervising it.

There were many others whose names I would like to record if space permitted. I am sorry too that our very first chief operator, Miss Sadie Fitzpatrick, who first put on the harness in the little third story back of 134 South Fourth Street, was not shown in the picture.—S. C. I.



A connecting company instruction conference at Joplin, Mo., at which Traffic supervisory employees came together. We recognize our own Dist. Traffic Supt. C. W. Gebhard, of Kansas City, in the first man from the left

Three Games in Row for Phila. Girls

THE Philadelphia girls have opened their basket ball season most successfully by winning the first three games played. The team is coached by E. Cope, jr., Assistant Traffic Supervisor, who has had basketball experience at school, college and A. E. F. The sextet is made up of a combination of veterans and absolute greenhorns. Miss Marvis C. Wolston, who played for two years on the state championship high school team of Galveston, Tex., has been elected captain and plays an inspiring game at forward. A summary of the games played follows:

Philadelphia Long Lines—38; Falls of

Schuylkill Y. W. C. A.—11.

On December 15, the team surprised its most enthusiastic rooters by opening the season without two of the girls who had been expected to start as regulars and with a line-up which included three girls who had never before played a game of basketball. The passing and floor work moved with machine-like precision and while the whole team played well, the work of the Misses Hamilton, R. Mount, and Wolston stood out brilliantly. The latter scored 17 field goals and 2 from the foul line.

Philadelphia Long Lines—19; Scott-

Powell Milk Co.—5.

On January 3 the team played their first home game, the feature of which was the very strong defense put up by the Philadelphia guards, Misses Blessing, Quinn and Fryling, who held Scott-Powell to one field goal. The entire team played an exceptionally fast and accurate passing game.

Philadelphia Long Lines—5; West Philadelphia All Stars-4.

The visitors brought along three of the undefeated Daughters of Columbus team, instead of a second team, and we agreed to play a short exhibition game, following the above. They were unused to girls' rules and badly outplayed. Only their constant fouling and the inability of our tired-out forwards to shoot fouls prevented a much larger score.

The Misses Wonson, Wolston, Hamilton, R. Mount and Blessing took part in all three games. Others who played in one or more contests were the Misses McCafferty, Forrester, Quinn, Mohr, Fryling, Clark,

Sloan.

Heard Time Signals Anyway

A certain lineman at Kansas City, who has recently become interested in radio, wished to hear the Midnight Follies a few nights ago. He also needed sleep. So instead of waiting up, he went to bed, setting the alarm for 11:30.

As scheduled, the alarm went off. - sh! we almost said his name! reached down, got the clock, turned off the alarm

and adjusted it nicely to his ear.

His wife let him listen in on the clock for a few minutes. Then she took it away and handed him the receivers.—R. L. M.

Quotation fom a request received by the Atlanta Division Engineer's office: "Please furnish one mercury arc rectifier bulb to replace one furnished on this job. This one was cracked in shipment and the vacuum leaked out.'



An increased construction program in Division 4 made it necessary to transfer Foreman H. B. Cavanahandhis men from Division 2 to help meet the emergency

Trailing St. Nick (Continued from page 34)

Detroit

The Detroit force helped brighten the Christmas of a widowed mother and her five boys. A regular Christmas dinner and much-needed clothing was sent out to them.

New York

Yes, we had a Christmas tree party in Walker Street.

I thought you might call to inquire.

So that was why I had this all ready.

(Guess it's the first time that ever happened.)

Anyhow, about the Christmas tree party. We had a tree.

(That is always necessary to a successful Christmas tree party.)

And then we had presents—also neces-

Then we had light refreshments.

I say light not because we didn't have enough.

But because the bread used in the sandwiches was white.

And because the turkey used was all white meat.

And because the liquid part of the refreshments was water.

The only dark part of the whole affair Was the ten pounds of chocolates

That were consumed in about ten minutes.

But—to get back to the original subject, There were refreshments and presents, and a tree, and Santa Claus,

And everything else symbolical of the Christmas spirit.

Everybody seemed bubbling over with joy

And a good time was had by all.
But wait—something else happened.
After the party we all went to the rest
room

And sang Christmas carols,

Interspersed with quartette selections
By the best mixed quartette we ever had,
Made up of the Misses Gregg and M.
McMahon

And the Messrs. Sawyer and Winston.

And a solo by our best tenor.

Of course, we didn't have our carols broadcasted.

But we did have the services of the accompanist

Of the broadcasting station—

Which is the next best thing.—Hortense.

Chicago-South Bend

(Continued from page 30)

tion and Engineering and Long Lines Engineering Departments. At this conference all phases of the situation were fully discussed and it was decided that the most satisfactory plan, all things considered, would be to place the cable aerially and this decision has been approved.

Under the proposed plan, new telephone repeater stations are to be established at Chestertown and South Bend, Ind. The circuits which are to be operated through the cable for the first year or so can be handled without the Chestertown station so that it is being planned to erect the building and install the apparatus at that point from one year to eighteen months later than at South Bend, which is to be ready for service at the same time as the cable. Later on, when the South Bend-Toledo section of the cable is placed, new repeater stations will probably be required at Lagrange, Ind. and Alvordton, Ohio.

Detroit Back to Normalcy

FTER the fuss and flurry of the Christmas holidays we're getting down to sane old business again. Even with the amount of circuits we've had out of order, Detroit is going strong.

Owing to a bad storm most of the circuit groups in Detroit were out of order, but they are getting better every day, so busi-

ness will soon be back to normal.

Miss Irma Smith the other day, received the following announcement: "Mr. and Mrs. Robert Norman Storie announce the arrival of Robert Norman, ir., November 11, 1922." Most of the Detroit force will remember Mrs. Storie, who was formerly Miss Charlotte Martens, one of our supervisors. She is now living in California. Of course we all send congratulations to Mr. and Mrs. Storie.—H. T.

Must be Conscience or Something

Dear Editor: Your last issue put me in the soup.

Didn't you see I wanted "Files on Parade" printed anonymously (Gosh, nol Certainly didn't.—Ed.) if at all?

All day long engineers have been coming in and looking at me with daggers and saying—
"I know you meant me by that article;

I come from Baltimore." (Seems to be getting results, anyway.) Or, "I worked in Baltimore last year.'

Though I didn't mean to mean any one in particular. And it's been getting worse

and worse-every day.

Perhaps you were trying to reform the L. L. Eng. Dept. (Oh, never!)

Besides, it would have been such fun to use that squib to prove my points and say: "See, some one else thinks as I do." (So sorry; but it was a good story.)—A. M. H.

Kansas City Dance a Success

Members of the Association of Employees at Kansas City gave their first dance of the season at the Brookside Hotel

not long ago.

The hall was admirable, the floor was proclaimed wonderful by all and the music was the best ever. Punch was served during the evening as well as delicious homemade candy. A beautiful taffeta boudoir pillow was raffled off during the intermission.—A. H. W.

A doll, made of wire mesh, was discovered at Pittsburgh astride two wires of the New York—Chicago line. She was consigned to the Allegheny River, instead of being cremated in a nearby bonfire, lest she come through the flames and cause trouble again.—T. F. S.



In spite of forecasts of fair weather Susie Millward, Detroit, left the Department to be married in the midst of a heavy shower. Said shower was given by supervisors and other friends. "Everybody had a perfectly splendid time," writes Secretary Marie Williams, of Branch 76

Spiritualists

Ruby G. Hodges, Louisville, Says Cashiers Find Trouble Making Ghost Walk

"NE, two, three, four"—remember that old song? Somehow or other it seems to fit us cashiers, don't you think? "One, two, three, four, sometimes I wish there were more." So says the song, and it is especially true when I need a few more twos, threes, and fours to even up things.

Here's hoping my dressmaker doesn't have as much trouble fitting my figure, as I sometimes have fitting "figgers" into their proper places in order to balance accounts, reports, and such things. Ah, dear me! those sheets of dancing, squirming hieroglyphics fairly haunt me in my dreams—or, to be more accurate, nightmares—as I chase and grapple with 'em when they don't balance, until the cold dawn of another day calls me back to grim realities again.

Those little black imps, don't they cause oodles of trouble? You've noticed the great number of advertisements for hair tonics and skin beautifiers to be found in magazines and newspapers. Well, did you ever wonder who used 'em?

If you don't know, here's a brand new secret, a secret that only your own little

cashier knows. Hark ye. We cashiers use 'em, and those very same little black imps are the cause of it. Yes, indeed. They play hide-and-go-



"'One, two, three, four' is especially true when I need a few more twos, threes and fours to even up things"

seek and blind man's buff with us until we rave and tear our hair in dismay (come on, hair tonic!) and squint our faces into such grotesque shapes we resemble old mummies more than anything else (a new brand of beautifier, please).

No doubt if your pay envelope (that little square of paper in which are centered such big hopes) happens to have an error in it, 'specially if it's the minus kind, upon approaching and reproaching said cashier you have seen her do that very stunt. If you've never had this unique experience, be on the lookout next time.

I'll tell you the best time—watch her around the first of the month. That's

generally the time when our performance is at its best, and if pay day happens to fall around that time, please, O please, don't miss it, because we never have much to do then; just little reports like S.D.R.s, P.R.C.R.s, Summary of P.R.s. If you don't happen to understand what these letters stand for, just ask Her. She will be delighted to educate you along that line.

Fellow sufferers, will you ever forget the day, you know, the day you were so busy and the change money and pay receipts failed to come out even? When that little 50 cent piece was left all by its lonesome? Ordinarily 50 cents looks pretty good to us, but that day it fairly sprouted horns, looking up so innocent-like while we dutifully went over the long line-up of ghostly envelopes until we found its rightful home.

But pay days are not our only trials. No, not by any means. Lots and lots of times I have tenderly placed beautiful sheets, sheets which I have expended all my talents and efforts upon to make them dainty and correct, in their traveling cases, and sent them forth to conquer my division cashier, when lo and behold! a few days later I am surprised ("surprised" is just a figure of speech) with a long distance call or a nice little note, marked "personal," calling my attention to the fact I left out such and such a thing. Ain't I got fun? Say, what I want to know is, do any other cash-

iers have these same worries or am I in a class all by myself?

Also, there're thesenew bulletins. You know, folks, I sometimes just

puff up with pride, said pride caused from knowing a bulletin nearly by heart from beginning to end and I can spout it off by mouthfuls, but dear me! this condition is short lived, 'cause around about that time, along comes a spick and span new one, and presto! down goes my pride to freezing point. I always console myself, though, thinking perhaps they have cut out a report or two in the new one. It seldom happens, but that thought is a great comfort.

I could use half a dozen pages enumerating my trials and tribulations as a cashier. But what's the use? We all have our off days, from the littlest messenger to the biggest executive. So I should worry.

FEBRUARY, 1923 ONG INES

All in One Day

"ENERAL Foreman J. F. Duggan," writes Division Superintendent of Line Construction W. F. Norris, New York, "sends in the attached on restoration of service on the Providence-New Bedford line, which will no doubt be of interest. Mr. Duggan thinks this is some day's work, and Duggan knows."

Thursday afternoon, January 4, Foreman Andy Svendson received orders to

move to Fall River, Mass., to restore service on the Providence - New Bedford line, on which there was a total interruption from the sleet storm in that vicinity.

Tools and baggage were packed on the gang truck and the force of 14 men started out from Waltham, Mass., and traveled about 60 miles through snow that was 14 inches on the level, with deep drifts in many places. By getting out and shoveling through the heaviest drifts the gang reached Fall River at 7:30 that night.

Everybody left the hotel at 5 o'clock the next morning, reaching the break at 5:45 a. m. By 9:30 a. m., 48 wires were working through the gap where 23 poles were down. This break was filled in by the use of emergency cable. Andy and the boys then tackled the scattered trouble caused by the many broken wires between poles

734 and 814, and made all those wires good.

They then moved ten miles south on the Newport loop of the Providence-New Bedford line. There were four poles down here and a few men had been running in twisted pair and had made 14 wires good. Andy and his men jumped in and within 20 minutes had made eight more wires good. They then built a four-pole jury line and strung in ten open wires before it got too dark. These ten wires they recovered from the deep snow, where the sleet had carried them down.

All of this was done in one day. How's this for speed?

Helping Congress Talk

THE public address system has been installed for the consideration of the House of Representatives at Washington. The use of the Western Electric amplifiers will enable the members of this body, when on the floor, to be heard distinctly and clearly by the other members and occupants of the galleries in the most distant parts of the House when talking in a conversational tone of voice. There will

be no need to raise the voice except for the sake of emphasis, requiring a minimum of effort by the speaker.

The microphone, which is placed on a pedestal in front of the speaker, is so sensitive that it will catch the sound waves of the speaker's voice though he be at a distance of eight feet from it. This allows him ample freedom of movement. It is so designed that every gradation of tone is faithfully reproduced. The pedestals provided for the use of members, the Speaker's desk and Clerk's desk, are equipped with microphones.

Loud speaking projectors for reproducing and distributing the sound uniformly over the hall of the House of Representatives are suspended from the ceiling. An observer in the gallery regulates the sound emitted by the projectors so as to give only sufficient volume to be heard clearly



R. J. Lister, Dist. Plant Supt., New Haven, beating the field to the scene of trouble, climbs pole 275 of New Haven cut-off to tell testroom about a line failure

and distinctly in all parts of the hall.

Long Range Moves

Interest in chess competition by long distance telephone is increasing. An intercity match was conducted in this way not long ago between teams of experts representing the cities of Philadelphia and Washington. The match started at 4:30 p. m. and lasted until midnight, with 24 players competing. Justice Bailey of the Supreme Court of the District of Columbia acted as referee.

Philadelphia and New York will engage in a match by telephone February 4.



Historical scenes relating to the development of communications, such as this, are scattered plentifully through the Telephone Almanac, 1923

Snapshotting the New Books

"Books people the lonely wilderness or the crowded city"

HATEVER advantages the Martha Washington style of hair dressing may have possessed, offering a secure resting place for an operator's head set was distinctly not one of them. This fact is brought out in a perusal of the double-page feature in the Telephone Almanac for 1923, called "Ye Message over ye Great Distance." This is a graphic presentation of the progress of a call from its beginning at a subscriber's station, through the private branch exchange, the local central office and various long distance positions to the called patron. By clothing the characters in Colonial costumes and wording the explanation in keeping with the style of dress, the editors have achieved an effect that will make a greater impression on the reader's mind than if the subject were treated in the ordinary way.

The Almanac has much more to recommend it. The illustrations are cleverly done in the style of wood cuts, depicting scenes connected with Bell System history and every day life. Facts of general moment are mingled with those of telephonic interest in pleasing variety. The volume more than maintains the high standard set by the first Almanac, issued last year.

By combining his Notes on Current Economic Problems into a book called Some Problems in Current Economics, M. C. Rorty, Assistant Vice-President of the A. T. and T. Company, has produced the most readable work of the kind that we

ever opened. It establishes many facts in its chapters on Industrial History, Social and Industrial Organization, Production and Distribution, Some Pertinent Statistics and Facing the Facts, which its author has had an exceptional opportunity to observe and analyze.

Nobody should miss Christopher Morley's Where the Blue Begins. His slant on man's fruitless search for what is right in his own dooryard is decidedly novel, and all the way through he treats his subject in a way that is whimsically different. Not really a sermon, it is a gentle satire on society woven into the most entertaining of stories—with a dog as the hero!

F. Scott Fitzgerald writes in a way that cannot be learned from books. His Tales of the Jazz Age, with the unusual table of contents written by the author, will prove most stimulating to those who have enjoyed this remarkable young writer's work. Even those who deplore his subject matter admit that he writes as can very few people. This latest collection of short stories adds proof to evidence already convincing.

It seems almost impossible that John Dos Passos, another young writer and the author of the much-discussed *Three Soldiers*, is responsible for *A Pushcart at the Curb*. The book with the latter title is a collection of most pleasing poems, each of which is a word picture comparable to paintings of like subjects.

Ernest Poole seems to have fallen 'way below par in his latest offering. Or perhaps it is because so very much was expected of him after *The Harbor*. Millions, the later arrival, is a rather ordinary though quite readable story of a poor young girl tasting wealth for a short time.

Those who are not already devotees of one of America's foremost newspaper columnists and critics of the drama—Heywood Broun, of the New York World,—will undoubtedly join the growing ranks after reading *The Boy Grew Older*. The book is said to be largely autobiographical. Be that as it may, it has not the earmarks of the average run-of-the-mill novel; and it is most interesting and entertaining in a simple, natural, human document sort of way.

Although Joseph Hergesheimer, best known as the author of Java Head—or Cytherea—seems to have hit an altogether different trail in The Bright Shawl, the story of an American's romantic adventures in Cuba of revolutionary days, this new novel is written with something of the same sweep that makes this man's pen do pictures in words as colorful as any that Parrish does on canvas.

In The Cathedral, Hugh Walpole has drawn, in a powerful and vivid manner, a picture of an innately self-centered, ambitious man. In this case he is an archdeacon, but he is analogous to a man in almost any profession. There is a romance in a realistic setting.

The popular and likable William McFee has again registered in his new book Command. It is another romantic tale of the

sea, of course, this time with the scene laid in oriental waters and with a British mariner the hero. You can't go wrong on McFee, it seems.

Stephen Benet's Young People's Pride treats of the present younger generation in a frank, though unsensational manner. He by no means tries to excuse them, but shows them in a light that would prove they are at heart not the wild things they are so universally painted. It leaves a much better taste in the mouth than a dozen others that come to mind.

Although the plot of Arnold Bennett's Lilian is not new, the story, in the hands of a master novelist, is never allowed to seem like a carbon copy of anything else. Further, it is laid in a novel setting. Lilian, a typist, marries her employer. And Lilian thus gets a taste of what she thought was living.

Irving Bacheller's In the Days of Poor Richard will appeal to the lover of historical romances. It introduces not only Benjamin Franklin, but many other well known figures of Revolutionary days.

The call of the sea has been rung insistently in our ears of late by McFee, and now A. Lincoln Colcord takes his stand at McFee's right hand. Colcord's An Instrument of the Gods is as vivid a collection of short stories relating to blue water as you can imagine.

If Tramping on Life, an autobiographical narrative by Harry Kemp, a poetic tramp, continues as it has begun, we are willing to say it is as interesting as any fiction we've read in a month of Sabbaths.



On February 7, 1691, a royal patent was granted by William and Mary authorizing Thomas Neale to establish offices for the receiving and dispatching of letters and pacquets. Post riders were dispatched between Portsmouth, N. H., and Virginia weekly except during the winter, when trips were made fortnightly. The journey required from four to eight weeks. This was America's first organized system of communication

A Traffic Celebrity

THROUGH the columns of the various magazines of the Bell System, we have become familiar with many people who have given liberally of their time and ability to further improve our service. We have seen their pictures and

their history has been revealed but there is one little Miss who has never had a picture taken and has never been given full credit for her effect on the service. We feel it our duty to expose her history and suggest to the loyal forces that they protest against the depredations she has committed in the name of the service. She has caused thousands of subscribers to complain of poor service; canceled thousands of calls needlessly; spent thousands of dollars of our revenue; made transmission engineers work on troubles which did not exist: delayed important calls by congesting circuit groups; and hampered the growth of our business.

I. E. Lattimer, New York Engineering, surely chooses varied subjects for his photographic studies. Here is a cheerful portrait of his son, John Kingsley Lattimer. It was one of three I. E. hung in the Telephone Camera Club Exhibit

Yet we have worked with her every day with only a too casual protest about the way she treats our patrons. The Toledo service committee has talked with the management about her and we are endeavoring to drive her from our office and keep her out.

For your protection, we are giving you her name and her habits: name—Miss Routed Traffic; age—unknown (but quite old); residence—anywhere.

We found her to be a healthy miss, thriving on a diet of ignorance and carelessness. For amusement, she plays with the evil genii Take-a-Chance. It is while on pleasure bent with these genii that she does the most harm, romping up and down the line board, stopping here and there only long enough to help an operator com-

plete a call order. Jumping over to the inward board she tangles up the through switches and finally, out of breath, deposits herself on the directory and route desk for a rest.

Bidding her playmates, Takea-Chance, to amuse themselves, she looks back with pleasure over the destruction she has wrought. She laughs aloud at the complaint adjuster, endeavoring to satisfy an angry subscriber, who claims the adjuster is the tool of a heartless corporation.

As far as we are concerned, Miss Routed Traffic is declared an exile and we are closing the port of embarkation by a dopting the slogan, "If you are not sure of the routing, look it up."

She has a half-sister, Miss Directed Efforts, whom we hope to tell you about later. Sister has some points of resemblance to Miss Routed. But in other ways she is, oh, so different.—A. Y. McL.

Frank S. Twomey has recovered his health sufficiently to permit his return to active work and is at present engaged on special assignments in the Division Traffic office at Philadelphia.

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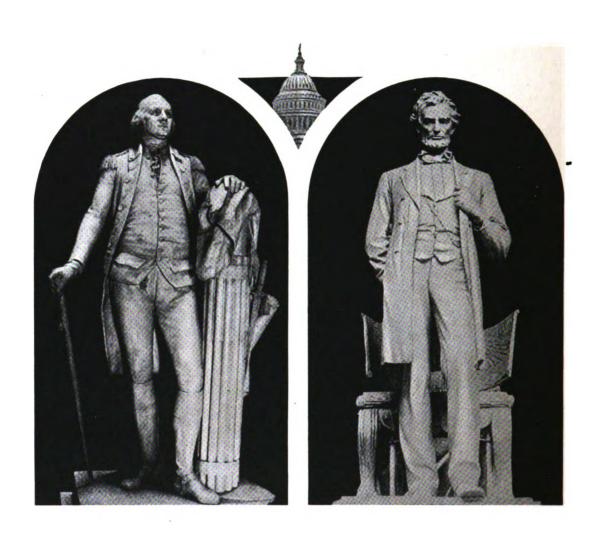
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hope I shall always possess firmness and virtue enough to maintain what I consider the most enviable of all titles, the character of an honest man.—Washington

Let us have faith that right makes might, and in that faith let us, to the end, dare to do our duty as we understand it.—Lincoln

ONG INES



Dependability

MARCH, 1923

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What the Artist Had in Mind

"IN 'Dependability,' " comments our cover artist, William Fletcher White, "I have tried to typify the heroic figure of the man on the job outdoors—the man whose unremitting care and skilful work and staunch guardianship make it possible for us to say 'Long Distance,' any time of day or night, and have implicit faith that the call will go through.

"The four corners of the drawing symbolize Wind, Snow, Fire and Flood; and back of the central figure is the all-important Message, winging its way in safety across the land."

"As I see it," says Mr. White "the line-



man is the guardian of your service'

ONG INES

THREE THOUGHTS

T is the eighth inning of that heartbreaking last game of the 1922 World Series. Joe Bush pitching for the Yanks. Up steps Young, of the Giants. Bush, looking to Manager Huggins for orders, makes a sign of disgust when Huggins signals, "Pass him." But he passes him and settles down to real pitching for Kelly, the next batter. Kelly lets a wide one go and then—crack!—bangs out a screaming hit that scores both runners. And wins the game and series.

Walking back to the bench the disappointed Bush does a thing that many a fan notes—and is sorry for. He snaps at Miller Huggins. Darks out something like, "That's your fault." Huggins simply nods, as much as to say, "All right; I take the responsibility."

The incident has been kicking around in the nether reaches of our mind for months. And now it comes to life with a snap. For we have just finished reading a splendid article in the American Magazine for March by Angus S. Hibbard, at one time the big boss of the Bell System's long distance activities. His article is called, "'You Told Me to Do It Like That!'—The Most Destructive Alibi in Business."

A telephone man of more than 30 years service was writing to an executive of the American Telephone and Telegraph Company. "I thank you for this latest courtesy," he said, "and for your good wishes for my health and happiness. With fair health, a competence and hobbies he would be a poor specimen of humanity who could not find pleasure in living. . . ."

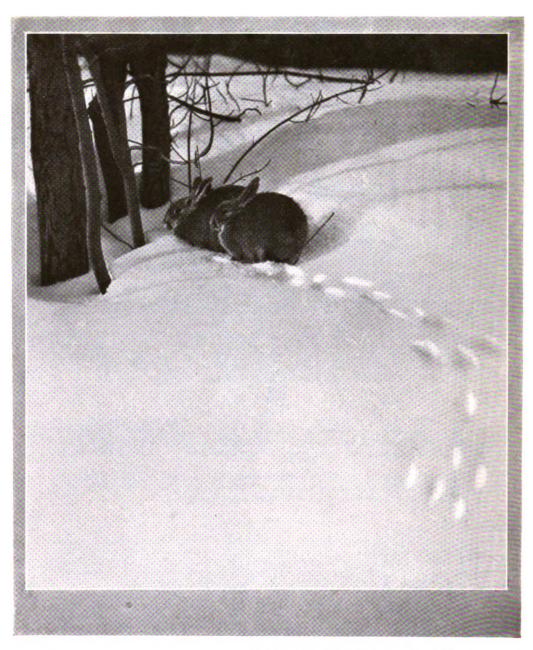
Well spoken, veteran friend! Some day we trust we may have a chance to shake the hand of the man who can say so much in so few words. Meantime, here's hoping all of us may achieve a measure of his well-balanced philosophy.

Have you ever seen a demonstration of transcontinental telephony? If so, you well remember the dramatic moments when the man who has been conducting it says, "Good night," to each of the workers stationed all the way from Cuba to the Pacific Ocean. And the deeper hush that falls on the assemblage when he says, "Good night, Catalina." Then, inevitably, comes the thunder of appreciative applause.

What if, while that applause still shook the rafters, the man in charge could raise his hand and announce: "One thing more, ladies and gentlemen. Tonight we are using for the first time a new magic carpet. By its aid all of those whose valiant work made our demonstration the success that it was have been transported to this auditorium. They will now come before the curtain and you may greet them face to face."

A bit of a dream? Of course. But it happens to be one of the dreams that General John J. Carty is dreaming these days. Read that wonderful letter of his on another page of this issue.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 9 T. T. COOK, EDITOR MARCH, 1923



"When out of clouds peep bits of blue I long to run as March hares do And tell the world that Winter's through, And smiling Spring comes after."

CELEBRITIES

Miss Alcy 'Liza Seward, New York Traffic, Outlines Personalities of Well Known People as Revealed to L. D. Operators

OU might say it this way: "A celebrity by any other name would sound as sweet." In long distance circles we come into contact, at one time or another, with nearly every famous personage in the country. Their telephone personalities are so like those of ordinary, everyday people that often in the rush of business we put up their calls without remembering what their names and voices signify. But we all read the newspapers now and then, and so when we hear the famous names, we generally recognize them.

We feel that during the last presidential campaign we did in our way all we could for our country. During those days time was everything to Will Hays. But—"Reach Will Hays' called party; then try and reach Will Hays!" The old answer never seemed to miss fire, "Just a minute; he's busy." Today, call him wherever he may be and the kindest of voices comes to

you over the line.

Teddy Roosevelt and his famous earsplitting smile, so like his father's. We don't know whether he has any aspirations toward fame, but if he has, we are doing our best to help him up the ladder to it. Teddy has patience, kindness, all that makes an ideal subscriber.

Mary and her Doug. Don't we all like Mary? How we do like to put up her calls! Mostly Mary talks from an extension of a telephone which her mother answers first. Once we had a nasty cut-off; one of the kind you try to re-establish and you reach one party only to find the other has vanished and vice versa. It was Mary who volunteered to hold the line until the other party could be reached.

Then there's Doug. On the telephone Doug sounds like a sleepy proposition, but in every day life he certainly is wide awake. We saw Doug one noon riding in a hot sun on the top of an elephant's head just to advertise a newsboys' benefit. So now we don't care if he does want to take it easy on the wire.

Will some one please page Irving Berlin? We find every time we are detailed to an Atlantic City position during the season it's "Page Irving Berlin" at one or another of the hotels. He's very popular and he doesn't like to hold the telephone and his calls surely keep us busy.

George M. Cohan—call him "Cohn" if you wish, but if you want him to be nice and hold the line, say it with two distinct syllables. He's considerate and appears to be an exponent of direct action. Seldom does the butler, the maid, then one or another member of the immediate family play nurse maid to the telephone before reaching him when he has a call in. One ring at his Long Island residence and he answers, ready to talk.

Oh, Jack Dempsey! You are so pleasant to talk to! A voice, young, quick and enthusiastic greets us on the line, and Jack is speaking. He really doesn't sound like the huskiest man of the decade at all.

When Babe Ruth, King of Swat, uses the Long Lines, his voice strikes the same key in acoustics as Babe himself does in physique. He's one of the few whom you can correctly visualize by the sound of his voice.

correctly visualize by the sound of his voice. "Noblesse oblige" and Mrs. W. K. Vanderbilt seem synonymous to us. Her secretary gives the necessary preliminary attention, and we might never have known what a real lady Mrs. Vanderbilt is, except that the temperamental elements this winter chose to treat one of our connections rough. But although it must have tried her patience, Mrs. Vanderbilt spoke as though she understood trouble had temporarily adopted the circuit.

Call William Randolph Hearst, and you reach a subscriber with an ideal telephone temperament. Page Mr. Hearst at hotels, look for him in newspaper offices. First attempts are merely preliminaries. The call may have a lovely set of whiskers before he is reached. But no matter how ancient the leave word, he calls ready to talk. It's probably a thing of the past with the calling



Sinclair's diction, while his enunciation is superb.

In New York State, the new governor comes in with the New Year. The newspapers make such simple work of our state executives' moving day, but any of the gentler sex who have ever moved must know how Mrs. Governor, past and present, feels. Did I leave this or that behind and did the last dray bring the dogs' kennels?

It was a coincidence, with only two more hours left of the old year, to have Governor Miller talking on one call and, on the

following, to receive a request for "Governor Smith." It would be a happy ending to say they talked side by side. But such was not the case. The governor who had the last move was a busy man.

"Eventually, why not now?" is a well fitting motto for Arthur Brisbane. We have the Brisbane voice on the line, start the conversation, another voice answers. But back comes the Brisbane voice.

We have a number of calls for President

subscriber — reach him if you can. Mr. Hearst will furnish

any further information and if the case proves hopeless, will leave word where he may be found should the calling subscriber come to life.

Mrs. Vincent Astor, of the fairy voice. Many ladies answer the telephone with a mumble, and no effort on our part can arouse them to greater exertion. Comparisons are undesirable, but we give the above to bring more vividly into relief Mrs. Astor's artless manner when she explains, "The maid didn't understand. This is Mrs. Astor speaking and I will call so-and-so immediately."

Upton Sinclair. We like to imagine that on the two occasions when we recognized Mr. Sinclair's name on a ticket, we were assisting him to gather material for a book. He who is a stickler for the English language as it should be, would find pleasure in Mr.

Harding. He's just like other folks. Sometimes he talks on them and sometimes he doesn't.

General Enoch Crowder's patience at the receiving end of the line is so remarkable that the distant operators often think he isn't on the line. High army officers are all pretty nice, though. General Cole, in Boston and Colonel Carroll in Washington have the same pleasing trait.

Foreign titles in America do not trip off the tongue easily. The feminine gender of Marquis is not easy to remember, but we know this, at least: the Marquessa de Avila does not resent being called "Mrs."

Mrs. Irene Castle Tremaine. We don't usually think of the delightful dancer as having a pleasingly developed voice. But such is the case.

JONG JINES MARCH, 1923

The Barrymores, Lionel, Ethel and Jack, play their parts over the telephone as beautifully as on the stage. Occasionally Lionel does indulge in a bit of temperament merely to clear the atmosphere.

John J. McGraw uses his words rather

sparingly but most effectively.

Our daily dozener, Walter Camp. Many people when answering the telephone sound as though their voices were in storage in their shoes and as if they didn't expect to take them out very soon. This doesn't apply to Walter Camp. The instance is cited only to let you know how pleased we are with Mr. Camp. He "talks up."

Mrs. John D. Rockefeller, jr.—a lovely lady of an even temperament, who thinks of others. The characteristic which impresses us most is her thoughtfulness in the completion of delayed calls and calls carried forward to the next day. For lazy folks: Mrs. Rockefeller talks early in the morning.

Hearing him deliver a sermon some years ago on Mt. Roubidoux, California, early Easter Sunday, with the sun breaking its way across the eastern sky, was our first impression of Dr. Henry Van Dyke. We were immensely enthused when requested to reach him over the telephone and keenly disappointed to find he was out in his garden and disliked to be disturbed.

If prominent people on whose time unusual demands are made are occasionally abrupt over the line, it can easily be understood. But such is not the rule. Once in a while, of course, we meet some one who is not so thoughtful.

One of our well-advertised movie heroes

"Mary

Doug.

and her Don't we

Mostly

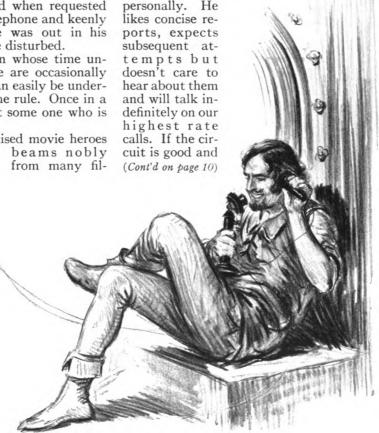
all like Mary? How we do like to put up her calls.

Mary talks from an extension which her mother answers first -and once we had a nasty cut-off"

lums. But over the line—he's different. He greets the simplest report with, "Call it off!" The operator at his hotel always likes to have us give him the report. I suppose she has her reasons.

If we appear to be hostile about throwing the Company's business away, this man comes right back with those same three words, each time a little louder. We just have to let him have the last word, but he's quite apt to change his mind and come back shortly with a new call. One day it resulted in ringing him back to talk on a completed one. His vocabulary increased that time, anyway!

Here's another, who spends much time at one of the best clubs in New York and has an office here. But in "Who's Who" he also seems to belong to Chicago. To him, business achievement seems to be everything and the smallest detail receives his concentrated attention. The impression of his personality on others is immense, nice but firm. At times, at his residence, he works



late in the even-

ing and it's then

we reach him

-[5]-

OF TIMELY INTEREST

A Letter from General Carty

MY dear Mr. Stevenson: That was a great meeting of the American Institute of Electrical Engineers last Wednesday night, the 14th of February. That day will always be remembered in the annals of electrical engineering. Speakers at New York, talking over the long lines and through the loud speaking telephone, were heard as well by an audience in Chicago as they were by those in their immediate presence. Speakers in Chicago were heard by the audience in New York just as plainly as were those who addressed them in their own auditorium.

Complicated plant manœuvers were carried out with precision. The lantern slides required for the lectures appeared simultaneously before both gatherings. It all seemed like magic. But how much more marvelous it would have appeared if the audience could have seen the functioning of your organization.

After each one of these notable achievements, I come away with a feeling of regret that it is impossible during such a demonstration to bring into view the men and women of the Long Lines organization. Without them none of these things could be done. If any one of them had not functioned perfectly that night, the result might have been a humiliating failure instead of an historic success.

To you and to your forces, the highest praise is due, and in extending my own hearty appreciations I am but expressing the feelings of the entire Bell System and the admiration of the electrical engineers.

JOHN J. CARTY,

Vice-President, American Telephone and
Telegraph Company.

And Another from Dr. Jewett

MY dear Mr. Stevenson: This is the first opportunity I have had since the joint New York-Chicago meeting of the American Institute of Electrical Engineers last Wednesday to write and let you know how much the members of the Long Lines Department did to make this meeting memorable, not only in Institute annals, but in the history of the world as well.

I realize of course that an achievement such as this one was involves the work of many parts of the Bell System. When it came to the actual operations on Wednesday night, however, the success of the meeting was wholly in the hands of your people, many of whom are themselves members of the Institute. Nothing could have been finer than the results which were obtained, and obtained, as I understand, under most adverse weather conditions.

To some in the New York and Chicago audiences the meeting may have been merely the demonstration of a wonderful new development in long distance telephony. To the many who knew what was involved it was all of this and likewise a vivid demonstration of perfect team work all along the line.

You and all of your people can well take real satisfaction in the knowledge of a remarkable thing thoroughly well done. As I cannot write to all who are involved, I would be glad if you would in some way let them know how much the officers and members appreciate what they did to make this Mid-winter Convention the most notable in the Institute's history.

F. B. JEWETT,

President, A. I. E. E., and

Vice-President, Western Electric Company



District 35 making progress in first aid work.
Classes at Charlotte, N. C.
(left) and Atlanta

A Pound of Cure

Accident Prevention is Better, But Plant Men Have Secondary Defense in First Aid

URING the middle of December, an intensified course of first aid instruction was given under the direction of a Pennsylvania Company representative, specializing in this work, to twelve employees in the Philadelphia territory, three of these being from the line construction and equipment gangs. This course lasted about a week, and a review of the work was made after the holidays before the men proceeded to disseminate the instruction.

In Philadelphia, the instruction is progressing rapidly among the outside District forces, and central office employees were so keenly interested in the work that volunteer classes have been inaugurated two nights a week. In the equipment, line and cable construction gangs the work is now under way, and we believe that by May 1 all of our outside employees will have received the fundamentals of first aid application.

In our Washington, Harrisburg and Pittsburgh districts, our employees have entered the evening classes established by the associated company. The course, in general, covers a period of about four days, but is spread over a period of from 8 to 16 lectures.

An accident occurred the other day which resulted in an employee receiving a deep gash in his right foot.

There were three section

There were three section linemen present who, although having attended only about three lectures, were able to perform excellent first aid service, applying bandages and tourniquet, and restoring the injured employee to consciousness by the application of an ammonia inhalant from the first aid kit. The authorities at the hospital where the employee was taken commended our men highly upon the efficient manner in which first aid treatment had been rendered.

-S. H. W., Philadelphia

Through the courtesy of our associated companies in permitting several of our employees to attend their first aid classes, Division 3, Atlanta, was enabled to start its first aid training in the early part of last year. By the close of the year, practically all outside employees, as well as a large number of office employees, had received first aid training directly or indirectly through those who attended these classes.

Line Inspector C. P. Lutz, of District 35, who attended the Cumberland Company's class at Nashville, Tenn., held classes at the various testrooms in the district during the summer months. The classes were composed of section linemen reporting to the testboard and one testroom employee.

They lasted from five to six days. The testroom man who attended the class instructed the other employees at his office.

The services of Mr. Lutz were secured by District 34 for holding its first class at Birmingham, Ala., from October 10 to October 14. The class was composed of all the section linemen and one testroom employee reporting to the Birmingham testboard and the two district line inspectors. Also, A. G. Conoley, Line Inspector from District 31, attended this class to prepare for giving similar instruc-tions to District 31 forces. Line Inspector J. R. McComsey was selected to hold classes in the other testboard territories of District 34, and it is expected that instructions in the District will be completed within the next two months.

District Line Inspector Conoley, who received his instructions at Birmingham, has completed holding classes in District 31. One class was held in Atlanta for all the Georgia employees and another in West Palm Beach for the Florida people.

Two employees from the Division Superintendent of Line Construction's office, who attended Southern Bell Company classes at Atlanta in the summer, instructed the line gangs and division office. The instructor remained with each gang for five or six days, holding classes out on the job for about two hours each day and supplementing this with talks and practice work for two or three nights. The willingness of the line gangs to give one to two hours at night is an example of the interest and attitude shown toward this work.

The instructions in the Division office were attended by the General Equipment Foreman who is planning to instruct his forces.

During the latter part of November one of the instructors of the division forces was loaned to District 33 to hold the first class at Charlotte, N. C. The class was composed of section linemen in the vicinity of Charlotte and Line Inspector Fitzgerald who has now held similar

classes at other locations, taking in all section linemen in district 33. Instructions for testboard employees are being planned.

Plans are under way for keeping up the work during the current year. One district has arranged for its linemen to attend Associated Company's classes over its territory. Another has started holding review and test classes, and others will probably follow the same plan. In the instructions to the line gangs, one man was given special instructions and with him as an instructor, first aid practice is held on an average of one to two hours per week. This will be supplemented by a second visit of the instructor from the division office, who will hold a review and give some test problems.—J. A., Atlanta.

We are asked for a brief write-up of the first aid work that is going on in Division 1, with two or three good photographs. None other than a brief write-up could be given, as our program has only recently been put in operation, and if we had photographs they surely would be good.

From the interest awakened in first aid work through the stellar instruction of Messrs. Downey and Murtagh, of the New York Company, it would have taken an exceptionally high speed camera to snap our instructors footing it for their various destinations, so anxious were they to impart their newly gained knowledge to their buddies. Division 1 Plant, Inside, Outside and all around is sold on first aid and accident prevention. We were not very far

from the top in 1922 in accident statistics. and without first aid at that, so we will bear watching in 1923. — H. W. E., New York.

Division 5 is in the midst of an active accident prevention program, educating the employees to consider their personal safety, first, last and all the time. This is being carried out through the use of various safety first slogans, pertinent re-

The Formal Touch

(Apologies to Don Marquis)

The U.S. Collector of Internal Revenue takes great pleasure in announcing that he will be at home Thursday, March 15th all day

B. Y. O. L.*

*Bring Your Own Lawyer



marks and inquiries in working instructions and letters, pointing out the possibilities of personal injuries incident to carelessness and during visits of supervisory employees to the field forces.

Considerable thought has been given to first aid work and while instructions have not been started, it is planned as soon as the accident prevention program

has been fully developed to organize first aid classes at Division and District headquarters. It is also planned to train a division office employee who will instruct the gang employees.

It is felt that the first aid instructions will be beneficial in teaching not only the importance of first aid and medical attention, and knowledge of correct first aid methods, but will assist in impressing the importance of avoiding accidents by considering personal safety.

In keeping the thought of personal safety before the employees constantly, safety first slogans are shown in red on pay receipts, checks, work orders, requisitions, material transfers, memorandum letters, etc. Embodied in letters, work orders and working notes, are pertinent reminders of accidents which occurred in doing work similarity that the transfer is a safety of the safe

lar to that which the work orders, etc., cover.

Inquiries such as "Is your safety belt in perfect condition?" are included in letters to the field. Large size "Don't break your line charts" are sent to each section

lineman and foreman. Safety first bulletins are also sent the foremen. These charts and bulletins are posted in prominent places on the job and in the storerooms. Monthly summaries of accidents, wherein a brief description of the accident is given, are sent to the field employees.

Line inspectors and other supervisory employees,

when visiting with the field forces, point out to them that the use of standard tools in good condition and safe methods in carrying out their work, are the means of insuring personal safety. In talking to the field men over the telephone about their work, they caution them to consider their personal safety and remind them of accidents which have occurred in doing similar work, due to a lack of consideration of personal safety.

—C. W. J., St. Louis

As evidenced by data prepared and distributed among the Associated Companies, a good showing can be made by reducing the number of accidents within an organization. Division 4, Chicago, is using as an incentive the record of some of our neighbors who have accomplished real results, and is endeavoring to better the standing of our part of the Long Lines Department.

In one unit the organization of the line



Line Foreman J. McGovern and his gang, of Division 4, who hung up an unbeatable record for 1922. They had no lost-time accidents during the whole year, even if the gang did average 13 men

construction forces is set up so that a general line foreman is assigned a definite area, having under his supervision the work performed by all gangs in that territory. All accidents are considered as a serious offense and immediately on receipt of the report from the foreman indicating an injury to an employee, the general line foreman is directed to make a personal investigation of the circumstances under which the injury was sustained and to take such action and offer such suggestions as will be useful in avoiding further accidents. It is believed that this is working in the right direction and in time the foreman will realize that a big part of his responsibility is in keeping his men free from bodily harm.

It appears absolutely necessary to sell to the foremen and other employees in charge of a group of men, the idea that they are the ones in the organization who are responsible for accident prevention. We cannot hope to improve our standing unless they take a deep and personal interest in

this work.

Let us bear in mind these initial letters, A.B.C. (Always Be Careful) and adopt the slogan, "An Avoidable Accident is a Disgrace," in our efforts, not particularly to make a showing on paper of which we might all be proud, but to avoid suffering by a fellow-worker where our failure to exercise proper care was responsible, to a degree, for accident and injury. Let's go!—T. H., Chicago.

Celebrities

(Continued from page 5)

the work smooth, sometimes after hanging up he returns and says, "Thank you."

Our work is like a game—like chess, but real, therefore more interesting. pawns, the knights and queens are real people, the squares are distant towns and the canceled calls are checkmates. Most of the pieces become interested and enter the spirit of the game; again, some pawns try to hide in the fortresses of their own castles. Our knights and queens are usually nice.

Most of them are only voices to us. But every once in a while we run across people we know well, from having watched them on the stage, screen or baseball diamond, or read about them in the papers. And then the game gives us more of a thrill than usual.

Line Foreman R. Carter's outfit, also Division equalled the accident record described above-No lost time due to accidents was registered against this gang during the 52 weeks ending last December





"This is one of our Sunday gangs," says Mrs. Bishop

"They're a Good Bunch"

So Says Mrs. Fred Bishop, Section Lineman's Wife, Cedar Rapids, Ia., of Her Husband and His Pals. But She Carefully Adds—"When You Know 'Em!"

N true appreciation of what an Oklahoma cyclone does, in doing queer things, let me tell you that what I know about section linemen's doings is right in line with any cyclone; and I guess I know a few things, for I have been the better half of one of our s.l.'s for twenty-some years.

Yes, sad but true. And we have always had the store room in the basement of our house, so I have always had the full benefit of all trouble and inspection trips when it came to the starting and finishing of the jobs. The one I am going to try to tell you about first was back in 1906 or 1907—in our beginning days with the Company.

It was about 10 o'clock of a cold windy morning in late winter or early spring. The C. T. B. M. called and said that there was an open line which tested north at about the first river crossing. Well, it is all hands on deck with my s. l. when there is trouble on the line. So down to the storeroom he goes to get tools and supplies out for the trip and I am told to order up a team, with driver and light rig. Then I put the coffee pot on, got a lunch set out on the kitchen table for hubby, because I knew he would never stop to eat dinner along the road until he found that trouble; and back

in those days you used to get some awful bum locations on trouble.

Well, I had lunch ready and all of hubby's overcoats, overshoes, and such lined up, when up pops Mr. Section Lineman out of the basement with a big coil of No. 8 steel wire on his back. Just like any woman, I began saying, "What did you bring that up here for? Why didn't you take it out the outside door?" Etc., etc.

you take it out the outside door?" Etc., etc. "Blank—blank—blank," says Mr. S. L. "You are just like the darn Company. You expect a man to perform miracles. I've got a wagon load of material and tools out there now and I am not going to take all of this wire along. I brought it up here because it's dark in the basement and it's wet and muddy in the yard, and—and—"

Right then I had an I-told-you-so feeling coming over me, but ere I had time to breathe, he had cut the wrapping wire that held that coil together and bing! bang! Let your imaginations ramble and you will have a mental picture equal to any comic movie you ever saw.

Of course that steel wire was just like a big spring. It went in all directions. I can never tell you all. But there we were in the middle of the mix-up, which included coffee pot, dishes, lunch, window curtains.

And I'm far from capable of telling how we did it, but finally I got the outside kitchen door open and in some way we got that mess of wild and raving man and wire out into the alley just as the man arrived with the rig.

Take it from me, I stayed in the distance while those two men worked to get that coil of wire corraled, which

they finally did, and got it tied on to the rig, and started off in merry (?) mood.

Well, when it comes to telling you about the job I had in cleaning up the wreckage in my kitchen, I guess I'll just let you think it out, for it would take me too long. But the main thing is, I managed to live through it and I really and truly laugh yet when I recall the picture it all made. And I am sure you will agree with me in saying section linemen do do funny things.

But let me also say that I know enough about the work of a section lineman to tell you office folks that the job of a section lineman is no snap. I have known

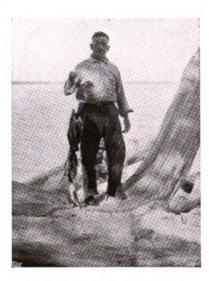
a lot of them, and right or wrong, I'm for them, for they are a good bunch when you know them.

Another one of our never-to-be forgotten days was one nice summer day when the Mr. had been called for a case of trouble. He could not get a livery rig, but succeeded in getting a horse and light wagon from a would-be horse jockey and teamster—but no driver. That meant for me to go along as driver.

After the usual hurry, scamper and rush of getting things loaded up we started off. As I took the ribbons in my hands I said, "Hold her—she's a r'aring." Which proved to be more truth than poetry.

We got out about eight miles and found the trouble, a broken tie. And the Mr. fixed it and we started home. Only we





Here's the man she tells about— Fred Bishop, section lineman at Cedar Rapids since 1905. Above— How Iowa started out to lick Yale, and did it

didn't start. No. That horse refused to start. He balked.

Of course I was willing to try all kinds of gentle methods first. So I petted and coaxed, but all in vain, and the Mr. — he kicked, he cussed, he whipped and pulled that horse to the best of his ability, but without any success. He threatened to build a fire under the

horse. I wouldn't let him, but I will 'fess that I had lost all of my affections for that nag.

I tried to be calm and sat down by the road. "Let's wait a while and let him stand still," I said. "Maybe he will change his mind after a while and be willing to go."

This all happened not far from a farmer's house. I looked up and saw a red - headed woman and a bunch of dirty, freckled - faced kids standing out in the yard watching us. I laughed and said I was glad there were some that were enjoying the show. I got up and waved my hat at them. After that I saw a redheaded boy, about 12

years old, come down the road towards us. He was grinning from ear to ear, and as he got up to me he said, "My ma says that if yer kin git the hoss turned in the derection yer want ter go that I kin make him go, but fer youse both to git on the wagin and then I kin throw sand in his ear and he'll go."

Well, they tried to get that horse turned around and finally they unhitched the wagon and turned it around and then they pushed and pulled until they got the horse turned around and then pulled the wagon up to the horse and hitched it to him. Then the kid said, "Now you folks git on the wagin and I'll git some sand and put in his ear."

So we got set and the kid went over to the side of the road and got a handful of MARCH, 1923 ONG INES

sand and threw it into the horse's ear and then—that horse shook his head and made one grand leap (he could have made the first cross-arm without doing a bit of climbing).

I almost turned a back flop, but not quite, and finally got back into a sitting position and got a death grip on to the side of the wagon and there I clinched while Mr. Horse tore madly down the road.

I am glad that this all happened before the tin lizzies, the twin six's or road hogs were popular, for we sure would have run over them had they been in our way. That horse had a most wonderful jack-rabbit gallop and made the first five miles in one flat. But after that he slowed down to a stiff-legged gait and we got by the traffic cops as we drove into town without getting pinched for speeding.

Now I can truly say that I didn't feel elated over my day's outing for I felt much shaken up, but now in the after days I sure can say that I smile and think of it as another reel in our life's movie.

Of course, being the wife of a Long Lines section lineman is not all smiles. But it's the smiles that I hope to pass along.

Can you imagine my horror one morning when the chief test-board man called and asked me where the Mr. was?—and hours before I had got him up and

started him for the 2 a. m. train. "Well," I said, "I suppose he is in Vinton, if his train got in there."

"No," said the Chief T. B. M., "we had a livery-man waiting for the train at Vinton and he didn't get off that train."

"Well," said I. "I don't know what could have happened, for I am sure he left here in time to catch the train."

Of course, right away I thought of a million and one

things. But the Chief T. B. M. had no time to waste with me. He only said, "Call me if you hear from him."

Oh, gee! I'm a regular Maggie Mason when it comes to imagining things. At once I figured it out that friend husband had been killed and robbed on his way to the train. Why not? He was carrying \$100 (expense money) and how could he protect himself when he was bundled up in all the clothes he had on to keep warm, for it was 20 degrees below, and gosh, I'll bet if they didn't kill him he was freezing to death along the street somewhere.

Yes, surely he was murdered; for how could a man protect himself when he had to carry more than a pack mule could carry? There were a big bag of tools, a 100-foot coil of No. 8 copper wire, a 300-foot coil of No. 12 copper, a bunch of

No. 8 and No. 12 ties, and sleeves and a lot of other stuff. How could he protect himself?

On and on I raved for about two hours. Then I decided to call the police; but no, first I called the local C. T. B. M. and asked if he had heard of the Mr. on the "No." Then I line. asked him to give me the Chief T. B. M. at Davenport and when I got him on the line, in a frantic voice I asked if he had heard from the Mr. How he laughed! And said, "Why, sure. He's all right. He went to sleep in the depot and his train pulled out

and left him but he caught a through freight soon after and got into Vinton right after we called you."

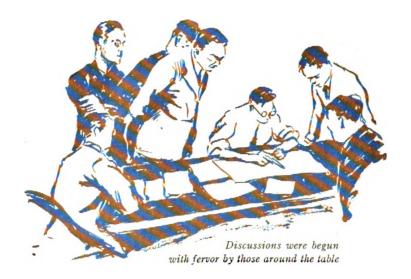
Well, of course I had nothing to say, although I thought a lot. I just hung up the receiver and sat down and eased my worried brain by crying a few tears of real joy. And then I thought of a few things that I might tell those horrid men—what they might do in calling up their wives when they knew

(Continued on page 39)





The authoress herself. Above—A tree, nine feet in diameter, near our line and Mrs. Bishop's home, out Cedar Rapids way



I'm a Circuit Order

By W. E. Mutch, New York Engineering

HE story of my birth is not my own. It was told me by a fellow circuit order, who now rests beside me in the files—our happy home—at 195 Broadway. This he was able to do, as he has told me, because he happened one morning to be lying on what appeared to him to be a rather large table in an office of the Traffic Department. A number of men were grouped around this table, some on stools and some on chairs. No sooner were they all seated—after much shifting of charts and papers—than they talked of their coming to the Traffic Department.

Discussions were begun with such fervor that it would have been difficult to believe that another circuit order was to come to life until everything was quieted by him who, I have since found out, is the Plant representative in that little group-known as the circuit order committee. Mr. Plant had in his hand a book which he called a division plant schedule, but which looks to me (and I have seen it many times) more like the story of a fraternal order written in symbols. Soon his fingers were among its leaves. He had it open before him. To his announcement that some sort of construction was soon to be completed somewhere there came the chorus, "We'll have to get out that circuit order.'

The decision to write a circuit order

brought out two large charts upon which were many squares joined by rather long straight lines and within which were other lines joining those outside. It was only by closest observation—made when I was able to observe—that I learned that the squares represented telephone offices in various cities of the United States. The straight ones were what all termed "cross connections," showing the circuits that are carried through the office to other offices beyond.

The general plan of the circuit layout change which I was to transmit to the field forces was soon known. Mr. Traffic, after consulting his record of traffic loads, made a list of the additional circuits which the Traffic Department desired to have established by use of the new construction and, in like manner, a list of the existing circuits which could be spared for use in the rearrangements. Mr. Traffic showed much enthusiasm as he listed the circuits to be added, but took on a sombre look as he considered which circuits could be discontinued and with great caution wrote these down.

The attention of my framers was now directed to how the desired result could best be accomplished. Mr. Engineer was most concerned with something called transmission; and about this there was much discussion as to the relative merits of

MARCH, 1923 ONG INES

two kinds, which the members of the committee called computed transmission and measured transmission.

By this time things were getting settled and Mr. Traffic took from a drawer several sheets of ruled paper on the top of which were the words CIRCUIT ORDER DETAIL. The other members were now beginning to leave and Mr. Traffic started to write. When finished he fastened the pages together with a clip and stamped the front page of me with a rubber stamp. Then I saw light; and from here I take up the narration of events as they befell under my own observation.

Mr. Traffic wrote a name on the first line made by the rubber stamp and handed me to a small girl who carried me away. We took a short journey to another office which I knew to be an office of the Plant Department, for I recognized Mr. Plant of the circuit order committee. I thought surely I would go to him, but I did not. I was given to the man who sat opposite him. It must have been his name that Mr. Traffic wrote on the first page of me, because he filled in the time opposite his name and under the heading "Time Received."

He laid me on the desk with such an expression that I thought he would never pick me up again. But he did. He scanned me carefully, carried me in and stood with me in his hand before an immense layout chart.

He began to write peculiar symbols and names of stations on me directly under that

which Mr. Traffic had written. The symbols had a certain degree of sameness about them. All contained the letter X, some were SX, some CX, and some ICX. Then he suddenly stopped, looked puzzled, and cast alternate glances at me and at the chart as if he were deciding which of us he liked the better. He turned me about quickly with the ex-clamation, "The way this circuit order is written you through!" the Morse

I knew the man now; he was Mr. Morse. The exclamation brought Mr. Morse and Mr. Plant into consultation and there was a decision to call up Mr.

Engineer. This they did and Mr. Engineer entered soon after.

I wondered at the time why they did not call in Mr. Traffic. But I have since learned that he is not involved, to any large extent, in the Morse layout. They studied me carefully and decided to change me (as they said), and they did this by marking me in several places with red crayon.

This pleased Mr. Morse for he took me again and finished marking his CX's and ICX's upon me. He again marked the time on the front page, but this time under the heading "Time Sent." And every one else who had anything to do with me wrote on me in the same way, time received and time sent, as if I were the most valuable thing in the world and could not be lost

track of for a moment.

Mr. Plant took me again. He looked me over this time as if I were an old book and one which he did not care ever to read again. A small girl came in and took me to another office of the Plant Department. Here I was given to a young lady who was one of many in this office. She carried me to a file from which she took a number of cards about five by seven inches which she called circuit layout record cards. These she put with me in a large envelope and sent me to the Engineering Department.

Mr. Engineer looked me over with scrutinizing glances which seemed to express hope that something or other about me would come out right. He gave me to

a young lady who kept me for a whole day while she wrote out cards like those placed with me in the Plant Department. It was here that I learned more of the computed transmission of which Mr. Engineer spoke in the circuit order committee, for this young lady did much computing with her comptometer.

When the cards were finished I was given to another engineer who put what he called networks and building out sections upon me in blue crayon. This task must have been more or less difficult because he was continually looking up the records to see if this or that

(Continued on page 38)



He scanned me carefully, standing before an immense layout chart

Sleeting Through Georgia

Atlanta Almost Loses Means of Communication and Reputation as a Winter Resort at the Same Time; W. C. Fink, Atlanta Plant

TLANTA woke up Tuesday morning, January 23, with that cramped feeling which results from a drop in the temperature during the night, with the extra cover four feet away. We had been enjoying ideal weather so long that some of the bolder spirits were thinking of Palm Beach clothes and straw hats. The newspapers were talking seriously of boosting Atlanta for a winter resort. Then along came the sleet storm and spoiled the whole business.

After raining steadily for 24 hours, with the temperature between 45 and 50 degrees, it began to get colder early Tuesday morning. At 11 a. m. the thermometer registered 31 degrees. Ice began to form on the

wires, a high northeast wind was blowing and things looked serious. Sleet pelting against the windows has an ominous sound to telephone folks. Even the messenger boys felt the effects of it, so that they forgot to pinch each other as they passed in the lobby.

By 1 o'clock there was a half inch of ice and at 1:20 p. m. the Charleston - Montgomery line west went out between Palmetto and New-The Atlanta-Chattanooga line failed at 1:40 p. m., the Atlanta - Birmingham at 4:00 p. m. and the Charleston-Montgomery east at 4:10 p. m. The storm extended approximately 50 miles north, west and south. On the east and northeast, it extended over

into the Carolinas, one total break occurring on the Lynchburg-Savannah line between Charlotte and Columbia. This break occurred on January 24 at 1:00 a.m. The diameter of the ice on the wires was from three-quarters of an inch at Atlanta and in the Carolinas, to one and one-half inches at Conyers, Ga. Wednesday morning, January 24, there were only four wires good out of Atlanta. These were on pins 1–4 on the Charlotte-Atlanta line.

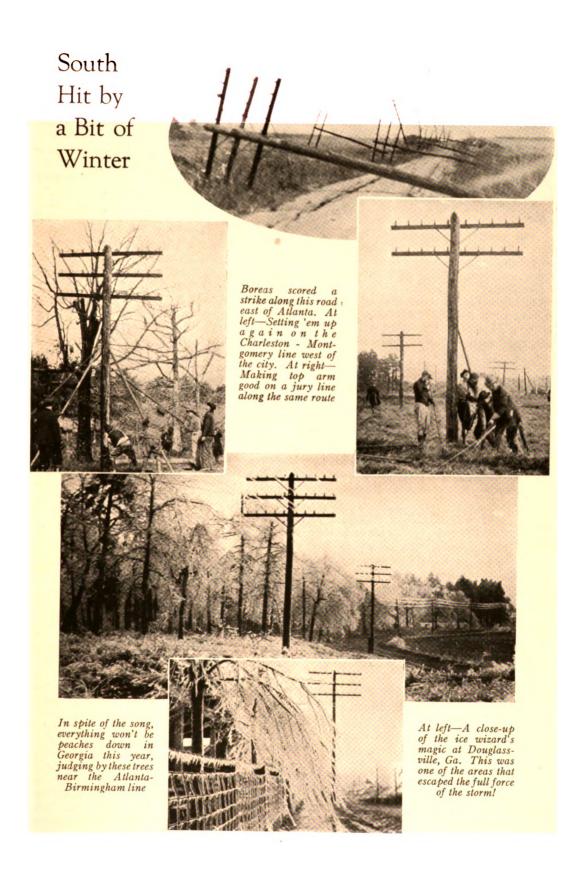
In accordance with a pre-arranged plan, linemen in the storm area covered some sections Tuesday afternoon and started to cover all interrupted lines early Wednesday morning, making notes of the damage. Full detailed reports were received by District Plant Superintendent

Gibbs by 4 p. m. that It was afternoon. found that the Charleston-Montgomery line east was the hardest hit, having 400 poles down, 250 of which were broken and the wires badly mixed in scores of places. There were also 75 poles down west of Atlanta on this line, 40 poles on the Atlanta-Chattanooga, 23 on the Charlotte - Atlanta and 8 each on the Atlanta - Birmingham and Lynchburg-Savannah lines.

The other wire companies also sustained heavy damage. The Associated Company had approximately 500 telephones out and 600 poles down on toll lines in and around Atlanta. There were also 500 poles down on their various



Winter's deadly grip on our Charleston - Montgomery line. In circle—Ice was an inch and a half thick in some localities



toll routes in North and South Carolina. In addition to the large number of poles down, the high wind had blown scores of ice laden trees through the lines.

immediately Linemen with helpers started reconstruction work, except those covering the lines for detailed information. Division gangs from Birmingham, Nashville, Columbia, Tenn., Columbia, S. C., and Asheville, N. C., reached the job the next day, rarin' to go. Eight gangs of the Associated Company from the Atlanta and Birmingham divisions also reported to the Long Lines Department and materially assisted in the restoration of the joint lines. Everybody went and went There was no attempt to dodge responsibility.

The first circuit restored was on the Atlanta-Birmingham line at 2:40 p.m. on January 24. Two circuits were also made good on the Lynchburg-Savannah line and

all except three circui+3 on the Charlotte-Atlanta line that afternoon. All circuits were made good temporarily except in the Charleston-Montgomery line east at 2:15 p. m., January 26, and all available men were then concentrated on that line. Owing to extensive damage on this line, we were unable to get a circuit through until 1:30 p. m. Sunday, January 28. All circuits were put through late Sunday afternoon, but one circuit was still in trouble.

The spirit of service actuating the entire force, which was responsible for the quick restoration of service, was demonstrated when one of the section linemen turned in his report of damage about 5 p. m. after having been out since daylight, walking through the rain, mud and slush. He asked what he was to do next and was told to take a rest. "Rest!" he said. "I'll rest when these wires are all up. Where do I go from here?"

THE NEGLECTED COLD

PATHER, the head of the family, is in the trolley car or train, on his way to work. The mechanic, the clerk, the bank president, any or all of them sit by his side. Somebody coughs, then sneezes. Knows he should cover it, but doesn't. His nose is running, eyes are red and weeping. He sprays.

Father, head of the family, is reading his paper and fails to notice the spray. He breathes it in; then he too sneezes. Perhaps he covers it. Hope so. Sneezes more in the afternoon. Goes home with a pain in his back. Greets wife with the usual kiss. She puts him to bed. Then she sneezes. She puts the children to bed, carefully tucking them in. They indulge in a few sneezes of their own. All now cough and sneeze in chorus. Feel mean. Whole family has bank president's cold or mechanic's cold or clerk's cold. It doesn't make any difference.

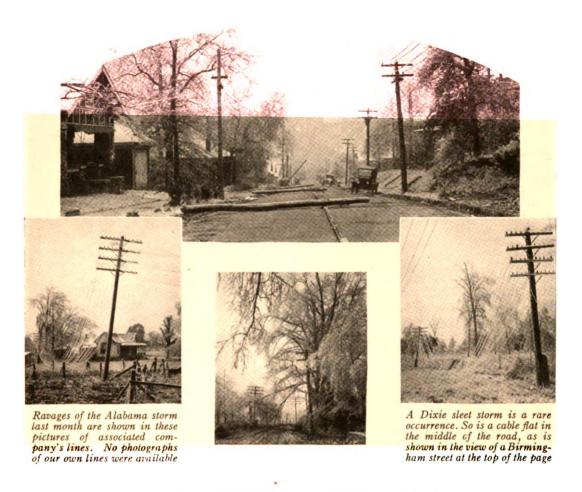
Next day all have colds. All cannot stay in bed. Father must work. Comes home one night with a chill. High fever follows. Father goes to bed. Doctor comes and says it's pneumonia. Where did he get it? He didn't get it. He had the germ all the time, but his cold pulled him down. Had no chance to build up resistance. The pneumonia germ always in his nose and throat had a chance to get under way, to grow. That's the way it hits you.

Don't get the cold. Get all the fresh air you can. Avoid crowds as much as possible—not because they're crowds, but because crowds are full of colds this time of the year. Drink lots of water. Do all the common sense things you know. Keep in trim.

If you do get a cold, take care of it. See a good doctor. If you have a fever, go to bed and have him see you. Do as he says. Pneumonia is a bad disease, but nine times out of ten you can avoid it.

—[18]—

Medical Director



"SUNNY ALABAM"

UR sunny South, deserted by the sun, hard hit by rain and beaten by sleet—an element this section of the country rarely meetschanged its name for a few days last month. Trees that have contended with the elements ever since there was a Birmingham groaned under the extra weight of ice and finally gave way, falling to the ground and carrying everything down with them. Never before in the history of Birmingham have power distribution systems and telephone and telegraph companies been damaged to the extent that was caused by the sleet storm of February 3, 4 and 5.

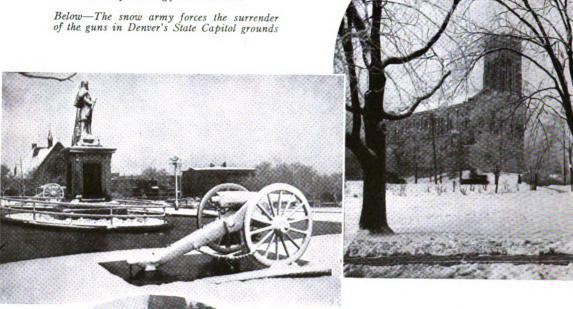
It began raining here on February 3, turned to sleet February 4 and by midnight the above combination had turned into a two-inch ice coating, causing a breakdown in the power transmission lines supplying power to Birmingham and placing the entire city in darkness. Telephone lines began to suffer by noon of the fourth, and as the day progressed wires began to fail gradually on all our routes, the first total failure occurring on the Birmingham-Chattanooga line at 9:10 p.m.

From that time on wires began to fail rapidly on all lines, the final wire on the Atlanta-Birmingham line failing at 4 a.m. on the fifth, completely isolating Birmingham from wire communication with the outside world, except by radio, for the

first time in history.

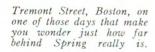
In addition to about 50 broken poles, there was a total of about 1500 opens in the section from Birmingham to Tuscaloosa, 50 miles. There were very few broken poles on other routes, the greatest trouble being caused by trees and limbs weighted down with ice falling across or against the line, breaking the wires.—I. Kuniansky, Birmingham.

At right—Framed by ice silvered branches, St. Mark's Church, Minneapolis, presents an uncompromising front to the cold



When the Great Whi

INTER'S tyrant hand, in its fleecy glove, has lain heavy on our northern territory all the way from the Atlantic seaboard to our westernmost outpost, as is shown by the familiar landmarks on these pages. It has destroyed plant and made necessary long hours and emergency measures for our people. But even snow-drifts have redeeming features. Long Distance has saved many a business man trips he was glad to avoid in the bad weather. And traffic has mounted steadily.

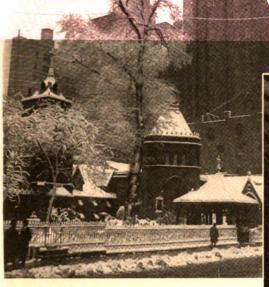


At right—The Mall, Providence, with its soldiers' and sailors' monument in strong relief



At Left—No matter what the weather is, the Little Church Around the Corner remains the goal of one of New York's favorite bridal paths

Below—Central Park's (New York) winter attractions rival its summertime beauties





ite Frost Stalks Abroad

More important still, the public has seen and appreciated our young women facing sleety gales on their way to work, our men covering the lines in zero weather. Such touches of humanity win the whole world's friendship.

About 1,900 miles of continent separate Boston from Denver. Yet Long Lines people in both cities, and those in between, find unity in the crises they face, the spirit in which they tackle their jobs, and the end toward which they are working.



Arlington Street Church, Boston, barely discernible through the wind driven snow fast obliterating the Mall

At left—Everything on the State House grounds, Denver, is generously, if temporarily, upholstered





a service to one of

vour subscribers.

but to humanity.

There is surely a

place for her high up on the ladder Beryl A. Blaney,

When They Say, "Well Done!"

–from a railroad district claim agent

A Few Quotations From the Letters of Thoughtful Clients

of success. — Mrs.

Pittsburgh, Pennsylvania.

MY mother,
''Mary
Dunbar," has asked me to write you
in appreciation of the exceptionally fine service given her Sunday and to ask that some recognition be given the operator

responsible.

My father has been ill for some time and about four o'clock Sunday afternoon a change in his condition frightened her and she put in a long distance call for me at Fort Wayne. I was at Lake Wawasee, near here, and could not be located at my residence. The operator kept calling the hotels, restaurants, and the residences of various friends whom my mother knew I sometimes visited, so that when I returned about seven o'clock it was not over ten minutes until I was in communication with her. All during this four-hour period this operator kept in touch with my mother, taking advantage of every possible suggestion my mother could make and doing everything possible to assure her I would be located within a short time.

I confess I have joined in the popular indoor sport of knocking the telephone service, but in the future I believe I shall try to remember this exceptional courtesy and not only refrain myself from doing this, but shall try to temper the criticism of others by relating this experience. Marvin D. Power, District Claim Agent, Pennsylvania System, Fort Wayne, Ind.

-from a woman patron

T is very unusual in this day to receive I just simply respectful attention, and such meritorious service as was given by your operator deserves at least due recognition. Mere words cannot express my sincere gratitude to her. In such a crisis as arose last Saturday, her thoughtfulness and consideration was not only

-from a manufacturer

TELEGRAM was received Friday morning with an incorrect signature. An attempt was made to get the party on the telephone but there was no such name in the Philadelphia telephone book. The telegraph company was then requested to have the telegram repeated. About an hour afterwards and before a reply from the telegraph company was received, one of the young ladies in your long distance department informed us that she believed she had the correct name of the party with whom we desired to get into communication. She put the company on the wire and they proved to be the senders of the telegram.

Such thoughtfulness on the part of this young lady and the excellence of your service deserves recognition.—H. Deverell, Weller Manufacturing Company, New York

—from a lawyer

SEVERAL days ago, I had occasion to make a long distance call to Oneonta and on that occasion I had the experience of the co-operation of one of the most proficient, capable and painstaking central operators that I have met in my experience of about 20 years as a telephone subscriber. . . . I felt it my duty to bring the courteous manner of this young woman to your attention.—Daniel Frank, Attorney and Counseller-at-law, Elmhurst Heights, N. J.

-from a newspaper man

WOULD like to express my apprecia-I tion for the efficient service rendered yesterday by your Mr. J. V. Bell, Traffic Chief of the A. T. and T. Company. Here are the circumstances:

I was out of the city last week and a call from Chicago for me was received at the Y. M. C. A. When I returned to Milwaukee Monday I received a note to call the Chicago operator. The note was dated March 16, but included no Chicago telephone number. I was anxious to learn who put in the call for me and referred to numerous chief operators and supervisors who informed me that it would be impossible to trace the call. I finally reached Mr. Bell vesterday.

He asked me if I had any idea where the call might have originated and I told him that it might have come from one of the Chicago newspapers. That was 10:30 a. m. yesterday. At 5 p. m. last night Mr. Bell not only traced the call, but told me who filed it and gave me the complete circumstances surrounding the call and

efforts to locate me.

I assure you that the value of such service cannot be underestimated, and I cannot recall an instance when I received more courtesy or more efficient service than I did yesterday.—Harry G. Baker, The Milwaukee Leader, Milwaukee, Wis.

–from a banker

I'T was very necessary that I should reach my son, B. H. Durst, promptly at Manistique, Michigan, where he lives. I put in a call shortly after six o'clock and the operator having this call in charge took occasion to call me twice before she succeeded in getting my son, both times to advise me that they were still trying to locate him at Manistique and that several places where he had been expected had already been called up.

The whole matter was handled so promptly, efficiently and graciously that it made a very favorable impression upon me.-W. A. Durst, President, The Minne-

sota Loan & Trust Co., Minneapolis,

Minn

—from a press representative

NYONE who wouldn't unburden himself of a word of praise on the character of service the A. T. and T. gave this office on election night is entirely devoid of a sense of justice. It was wonderful co-operation, and I want you to know the United Press appreciated it immensely.—Fred G. Johnston, United Press Associations, New York, N. Y.

—from an army officer

1. Your operator no. 17, on duty at 5:30 p. m., July 13, 1922, in charge of long distance, was so courteous, obliging and efficient in connection with a telephone call I endeavored to put through to West Lebanon, N. Y., that she should be com-mended. Such service makes friends for your Company.

I am sending a copy of this letter to General James Robb for his information. -Ransom H. Gillett, Commanding, Head-

quarters 105th Infantry.

—from another woman patron

COME weeks ago we had occasion to make a long distance telephone call in regard to a member of our family who was critically ill, and were not able to locate her definitely. Long Distance Operator 309 was most kind. I can't recall at any time since a subscriber to the Bell Service when any one was as good.

I would like to get into communication with this young lady to personally thank her for her sympathy and goodness. It would mean a great deal to me if you, too, would be kind enough to grant me this. This woman's kindness saved all of us no end of anxiety.-Mrs. Gertrude E. Row-

land, Philadelphia, Pa.

-from a fraternal order official

DESIRE to commend your officials and employees for their courtesy, efficiency and kindness in handling the numerous calls made during the work recently gone through with in rescuing the fellows lost in the seaplane last week. I know just how this was done from the other end of the line and have been advised

> of the work performed here. It is just this sort of accommodation that merits praise and I want you to know that it is appreciated by all.—D. W. Crosland, Potentate of the Local Temple of Shriners, Alcazar Temple, Montgomery, Ala.

–from a sales agent

TE are receiving particularly good service on our long distance calls. As



Puzzle: What kind of a letter has he just read?

a great deal of our business is transacted over long distance, you can understand that good service means a great deal to us, and we appreciate it.—Roy E. Bignall, Sales Agent, The Quaker Oats Company, Kansas City, Mo.

—from a Chamber of Commerce secretary

N the occasion of the recent reported trouble two of our prominent citizens got into, having been cast adrift in a disabled seaplane off the coast of Florida, it was necessary to use the facilities of your Company, both local and long distance on many occasions. We wish to express to you, and through you to your employees, our deep appreciation for your most excellent co-operation; for the prompt and courteous service, and the seeming earnest desire on the part of everyone to do their utmost for the relatives and friends of the principals in the affair.

At times like those, it often occurs that impatience is evidenced because of excitement incident to anxiety, but nothing like that was in evidence. On the contrary, a marked effort on the part of everyone in your organization to do his or her best. For all of this, we want to thank you. It reflected credit to your employees and honor to your Company, and we would be glad to have you transmit to your employees our appreciation.—W. F. Black, General Secretary, Chamber of Commerce, Montgomery, Ala.

—from a sales manager

THIS is just a line to express to you my best thanks for the splendid work rendered by one of your long distance operators on Friday last (the call being put in about 3:30, Chicago time) in reaching me at the Pennsylvania Depot at Fort Wayne, Indiana, just as I was about to leave for New York, she having trailed me from my hotel to the telegraph office and thence to the depot, all within a very few minutes, and by catching me saved me a needless trip to New York and the time and money involved in doing same.

This real service and co-operation is very much appreciated.—J. D. Drought, District Sales Manager, The United States Graphite Company, Chicago, Ill.

"—And Everybody Was Safe"

HEN Foreman Bill Seitz was stringing the messenger for the Hartford-Springfield aerial cable, it was necessary to go in and out farmers' roads that cross over the New York-New Haven and Hartford main line tracks between Hartford and Springfield.

In crossing these tracks with a tractor the two rails were spanned and Chauffeur Shorty Smith and Lineman Herbert North both noticed that the weight of the machine on the rails set a railroad signal. When the tractor was moved off the tracks the signal restored itself.

Shortly after this, when the motor truck was coming up over the track, the cinder fill gave way with the weight of the rear end of the truck, which partially tipped over. The front wheels were on the railroad track. While everything was clear then, at any moment a train might come along, crowded with passengers. If it should hit the truck——

Using the information gained when the tractor threw the signal, Foreman Seitz had two of the men place a digging bar across the track and put weight on it. It again threw the signal and stopped traffic which might come on that track until the truck could be winched off the railroad. Flagmen were also posted.

By rigging up a series of blocks and by using their winch and winch rope the men were able to get the truck off without accident. On taking the weight off the bar the danger signal on the railroad restored itself and everybody was safe.

This is just an item of the many incidents of thoughtfulness and watchfulness that are used by the field men to protect themselves and others from accidents when doing their work.—W. F. N.





Those in New Southgate, England, whose ears caught the words of President Thayer and his associates on the evening of January 14

A Bridge of Words

Additional Facts About the Spanning of the Atlantic Ocean in a Radio Test That Made Communications History

"We are planning to send to England engineer with radio receiving set associated with electrical measuring apparatus for determining field strength of received telephone currents transmitted from America."

HESE were the first words of a cablegram dispatched on December 1, 1922, by John J. Carty, Vice-President of the A. T. and T. Company, in charge of development and research, to Frank Gill, European chief engineer of the International Western Electric Company, in London.

Forty-five days later—at 11:45 p.m., January 14, 1923—General Carty sent to Mr. Gill another cablegram which closed with these words:

"Nothing that we could say here could express our feelings of complete satisfaction at the results. ... It does indeed mark an epoch in the history of the telephone and in the history of your country and mine. Tonight for the first time they have been joined by the bonds of our common language. Good night."

The event to which General Carty referred in his last cablegram was the first successful transmission of messages by radio telephone from the United States to England on Sunday evening, January 24.

At New Southgate, a suburb of London, Mr. Gill and a company of distinguished scientists and engineers and representatives of the press were gathered to observe the results of that test. One-way transmission only was possible for the experiment and arrangements had been made for cable confirmation of the receipt of the radio telephone messages.

The apparatus referred to in the first telegram was set up at New Southgate on December 27 and the first test and measurements of field strength were made on December 31. In this and in succeeding preliminary experiments, isolated words

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were transmitted. Following each period of the tests, cables were dispatched to New York describing the results, with details not only as to the strength of the currents received but as to interference from radio telegraph sending stations, static, and other conditions.

In view of the striking and spectacular results to which they led, there are few more dramatic pictures in the history of communications than that of a group of Bell engineers who, working in relays at the Rocky Point station of the Radio Corporation of America and later at 195 Broadway, spoke into the transmitter this seemingly endless succession of words, while other engineers in England painstakingly recorded these words as received.

♦

"Petrograd . . . Manchester . . . Antwerp Boston . . . Algebra . . . Geography . . . Arithmetic . . ." Over and over again, hour after hour, these words and hundreds of others were spoken into the transmitter. Over and over again, hour after hour, they were recorded at New Southgate, tabulated, translated into terms of percentage of audibility and percentage of intelligibility and cabled back to New York.

Prosaic and monotonous though this preliminary work may appear, it was productive of results of far-reaching importance. Not only did it make possible the transmission of the first telephone message to England, but it has supplied a mass of data of immense scientific value. It has revealed new evidences of the whims and caprices of that most temperamental of creatures, the ether.

All of this information will greatly facilitate further research work along the lines of transoceanic radio telephony, and it is from this aspect that the experiments are chiefly important. For it must be remembered that they constitute merely a step in the long series of studies that are as wide in scope as the art of communications itself and thus as wide as the world.

Due to the new system of radio transmission employed in these tests, the output to the antenna of 100 kilowatts is as efficient as 300 kilowatts would be under the systems commonly used for radio telephone purposes. One of the features of this system is the suppression of all waves except those actually employed in transmitting the message.

The result of modulating a high frequency electric wave with the low frequency waves of speech, which is an essential operation in all forms of radio telephony, is the original high frequency plus two new sets of high frequency waves. If, for example, the original high frequency wave is 50,000 cycles and speech is assumed to consist of a band of low frequencies ranging from 100 cycles up to 5,000 cycles, the resulting additional bands of waves will extend from 50,100 up to 55,000 and from 49,900 down to 45,000. These two bands are known as the "side bands" and it is these alone which carry the telephone message. The original high frequency wave of 50,000 cycles is of no assistance whatever in carrying the message, provided that the receiving apparatus employed has associated with it an oscillator which can generate a very small current of a corresponding number of frequencies. Instead of an initial frequency of 50,000 cycles, the frequency actually used in the tests of January 14 was 55,500 cycles, corresponding to a wave length of 5,400 meters.

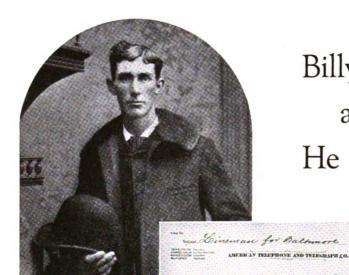
In the radio telephone transmitting systems now commonly in use, the high frequency power generated is assigned to the original high frequency wave and to the two side bands in the ratio of two-thirds to the former and one-sixth to each of the latter.

The system employed in the transoceanic experiment of January 14 differed from these systems in that the original high frequency wave and one of the side bands were suppressed. As a result, all of the energy was assigned to the remaining side band, and this energy thus became three times as efficient as an equal amount of energy would be when employed in the usual systems of transmission.

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Spectacular as was the success of the test and entirely satisfying as were its results to Mr. Thayer, General Carty and their associates, it was, from their point of view, chiefly important, not as an isolated achievement, but as a step in a long series of experiments by Bell System engineers, designed to solve the problem of ascertaining radio telephony's real place in the field of communications. It was, furthermore, of great importance as an illustration of the (Continued on page 39)





Billy Kavanagh and How He Got a Start

Mr mm Cannagh
The ist of Bower - Irremand
univident see Til. Co
Roston - Mass

Gen Sur.

You are seconmonded to me
we being a fet man for limemare in Rate
more, mit.

Mould you accept position
Salany sing itelans for mouth, tenpos
at that point, stopping at Philadelphia
to see me on your way down as soon as
possible. Please reply staining where
Wmay expect your freily
Imposition

Jours trily
Imposition

By W. A. Wentworth, Springfield

FORTY-FOUR years ago a lad of 16 summers walked briskly down historic Essex Street, Salem, Mass., stopped abruptly before number 292—a spacious, charming old Colonial house,

hesitated a moment, then turned slowly through the iron gate and stepped upon the veranda. When his light knock upon the door was answered, the lad politely inquired if Mr. Charles Saunders was at home and, if so, could he see him.

Yes, this was the home of the well-known financier of the early days of the telephone on whose financial assistance, with that of his brother and Mrs. Saunders (their mother), the start of this industry largely depended. And the subject of our story, none other than William A. Kavanagh, at present equipment and cable man for Districts 12 and 13, with headquarters at Springfield, Mass.

Through the resignation of a friend who had been in the employ of Mr. Saunders as a chore and stable man, and general man

At the left, a family album picture of Wm. A. Kavanagh, of Springfield, Mass., in the traditional manner (note the derby), at the tender age of 24. The letter is a good example of 1890 stenography

of all work, Bill was there to apply for the job. He was accepted and was ordered to enter into the duties of his job at once.

Never a morning for a year went by but found Bill scrupulously cleaning the walks in

front of this historical old home. He was generally there at five o'clock in the morning, keeping the surrounding grounds spic and span, and also taking care of the horses, of which Mr. Saunders was so fond.

Mr. Saunders' son was a deaf mute and Alexander Graham Bell, then a professor of acoustics and vocal physiology, was tutoring the boy. Through this connection arose the friendship and business relationship which sprang up between Mr. Saunders and Mr. Bell, and which eventuated in the setting aside of an experimental laboratory in the Saunders home wherein a great many of the young professor's experiments were made.

Tom Saunders, brother of Charles and a shoemaker by profession, lived with his mother at Haverhill, Mass. Tom was MARCH, 1923 ONG INES

reputed to be a man of considerable financial standing and his mother, who was of early New England stock, and wealthy in her own name, invested heavily in the telephone.

Many the time Tom Saunders, with his handsome team of bays would drive down from Haverhill to Salem to visit his brother Charles; and at each visit Bill found himself rubbing down the foamcovered steeds.

It was here that Billy Kavanagh first established his connection with telephonic interests—a service which he devotedly followed for so many years. He has enjoyed immensely the continued growth of this notable industry and at 61 is still one of its very active workers.

From 1879 to 1885 Bill returned to his home town of Wenham, Mass., and assisted in helping in his father's business. The early photograph shows him at the age of 24, at which time he entered the service of the old New England Telephone Company as a "ground hog" in 1885–86. He remembers vividly the first sleet storm of '86 which struck the New England Company's lines centering around Newburyport, Amesbury, Mass., and Portsmouth, N. H. The

storm put every wire out of commission. With a gang of 16 men under Foreman Tom Hawkins, it took two weeks to restore the service to normal. In those days all the circuits were single ground return, 9- and 12-gauge iron wire, and the only available method of stringing wire was over the roofs of houses or barns. No sooner was the service restored, when another sleet storm laid all the circuits low; and once more it took two weeks to put them back in working order.

In '87 right of way men were an unknown quantity, and it was generally through the ingenuity, wit and tact of the foreman of a gang, that permission to string wires across the roof of a house or barn was obtained from some doubting property owner. It was hard to make them believe that grounded wires were a protection against lightning, and one skeptical soul even ventured to say that he didn't like the humming and singing in the wires whenever the wind blew.

One of the toll lines running between Amesbury and Newburyport, Mass.—a 9-gauge iron wire—was strung across a drawbridge over the Amesbury River. The wire terminated in a springhead on the bridge, and a similar spring was fastened to the draw, the wire extending over the draw. When the draw was closed the two springs came together and closed the circuit; when it was open, the line was open too. Whenever a subscriber who happened to be using the line found his service suddenly interrupted, and vigorously inquired the nature of it, he was politely informed that the draw was open, and he would have to wait until it closed before he could resume.

Bill remained in the service of the old New England Company until 1888, and about March of that year started his

> career with the Long Lines. He went to work stringing wire on the old New York-Boston main line. along what was then known as the Central Massachusetts division of the Boston and Maine Railroad, under General Foreman E. L. Murphy. At this time the old main line consisted of six coppers and one zero wire from New York to Boston.

Stringing wire in the '80's was a much more difficult task than is now the case. A reel containing a large coil of wire with a pole extending through the center of it, was manned by a husky chap on each side and physical strength played a (Continued on page 32)



And here we have Billy Kavanagh as the folks of today know him



Above left to right — Misses Christine Hamilton, Amelia Forrester (forwards), Etta Mohr, guard



The Quaker City Long Lines basketball team is going fine. Below—Miss Blessing tries to block Miss Wolston's pass



Lose Two, Win One

AFTER winning three straight, the Philadelphia girls lost their first game of the season to the strong St. Michael's team of Germantown on January 12. Our girls played a fast and furious type of basket ball but the experience of our opponents, which came from playing together for four years, gave them a three point advantage.

The score at the end of the first half was 7-7. A spirited rally in the last three minutes scored two field goals for us and kept the spectators in doubt as to the outcome. The features of the game were the defensive work of the St. Michael's guards; the remarkable floor work of the Misses Hamilton and Wolston, and the sensational shots of the Misses Wolston and McCafferty, who netted, respectively, four and one field goals.

Germantown Independents—39; Long Lines Girls—5. Germantown Independents Second—38; Long Lines Girls Second—4.

The basket ball team had a good look at the game as it should be played on January 24, when a team of ex-college and school stars demonstrated the value of experience, particularly on forward and center set plays. Our opponents' squad was composed of five ex-Goucher College, three ex-Wellesley College, and innumerable Germantown Friends Alumni players, coaches and referees. Our team was not disgraced and partly made up for lack of experience with speed and hard fighting. For eight minutes of the second half our first team led theirs 1–0, the best defensive

play we have shown this year.

Both lineups were considerably experimented with in order

to give defensive strength and also to try out players in new positions. Our whole squad played hard, but the work of the Misses Fryling, Wolston and Hamilton at their new positions and the fine defense put up by Misses Forrester and Keenan in the second team game stand out.

Long Lines Girls—11; Western Electric—4.

The Philadelphia girls returned to their winning stride on January 31, when our rivals from the Western Electric Company were defeated in a fast and bitterly fought game on our own floor. The playing was featured by the passing and speed of the entire Long Lines team.

Our opponents were forced to call time out three times because they were winded.

This marked the sixth successive game the Philadelphia girls have played without a "time out" or injury.

Both teams put up a tight defense, but Miss Fryling and Miss Mount outclassed their opponents in the center of the floor and gave our girls more shots at the basket. Miss Hamilton was steady on the foul line, caging 5 out of 11 tries. She also netted two field goals, while the Misses Logan and Wonson each tallied once.

"It is a question," observes Irenee Du Pont, "of how much each of us wants prosperity—and how much energy we are willing to spend to attain it."

Association Ac- and Fes-tivities

Buckeye Bowling

BUCKEYE League bowling teams of Plant Branch 62, Maumee; Branch 92, Detroit, and Branch 106, Beaver Dam, met at the Recreation Alleys, Toledo, Saturday, February 3, where Detroit bowled both Maumee and Beaver Dam and emerged winner in both events by taking two out of each three games rolled. A large crowd of rooters from each office attended.

After the games were bowled, Miss Gertrude J. Beals, of the Toledo office, demonstrated her ability to show up several of the visiting men bowlers, by rolling three games, scores of which were 171–182–200. Total 553.

The scores of the two matches follow:

Detroit		
DetroitBeaver Dam		

Detroit's high scores featured a 202 and 206, by Olson, and a 220 by Wosotka.

—F. F. H.

Anything to Oblige

Southern courtesy is world famous, and the following incident, reported by one of our Georgia section linemen, adds one more chapter of evidence to the records:

"Where our wires cross a country road, one of them was in trouble almost exactly in the middle of the highway. There is a small store at this point. It is one of the places where I have a caution sign.

"There was an old gentleman standing on the platform of the store, whose attention I called to the broken wire. He denied any knowledge of how it happened. I supposed he belonged there and showed him two heavy, projecting gasoline and oil signs on those poles and asked him if he couldn't remove them so I could get up the poles without breaking my neck. He said he certainly could.

"He got an axe, waylaid a darkey to help and hammered off every sign: gas, highway, garage and all; split them up and then scattered them to the four winds. I' told him I would buy six gallons of gas to pay for that, but he said 'Land! No one is at home here. I live a mile and a half down the road."

Plant Committee Meets

The executive committee of the Plant Department Board, consisting of Messrs. G. A. Richardson, Atlanta, Chairman; F. Peters, New York; M. P. McCormick, Philadelphia; J. L. Appling, Chicago, Alternate; R. C. Mann, St. Louis and A. T. Crounse, General Office, was in session at New York during February. The meeting was called to consider various matters which had been presented since the annual meeting in 1922. The action taken on the various questions considered will be brought before the branches concerned later.

This is the jazz orchestra
that will play for the
Branch 1, Accounting,
dance, April 3, at the
Telephone Society Building, New York. It
takes a lot to make us
break the rules—such as
that of not running any
"advance notices"—but
the committee in charge
is showing so much
activity that we just had
to give in



Miss Sterling Leaves After 19 Years' Service

THURSDAY evening, February 15, in the dining-room at 24 Walker Street, Miss Susan Sterling, Night Supervisor at New York, started off on another career—matrimony—after 19 years with the Long Lines Department, about 12 of which she spent on the night force. After a dinner at which 42 of her friends sat down with her, the entire party continued the festivities in the rest room where Miss Sterling was given a miscellaneous shower and where everyone enjoyed dancing and fortune telling all evening.

Miss Sterling lived up to her name in every way. Her character was of that kind through and through and, in her dealings with her fellow employees and the Company's subscribers, her manner was even under every condition and circumstance. Courteous, pleasant, punctual, attentive to her duties and helpful to the girl along-side her at the switchboard when she operated—these qualities made her the friend of all. She will be greatly missed, but she was sent away with a smile to take up her duties of housekeeping as Mrs. Frederick Dauth, of Jersey City.—F. R. N.

Billy Kavanagh

(Continued from page 29)

great part in a day's work. This method was known as "bucking the reel." To-day this work is expeditiously handled by the familiar "running board."

In 1890 a station lineman's job was created at Baltimore, Md., and General Foreman Murphy recommended Bill for the place. F. W. Griffin, then District Superintendent of Long Lines with headquarters at Philadelphia, sent Bill a letter in longhand, accepting him for the job. Typewriters were then almost unknown and everything was in longhand. This letter is still numbered among Bill's treasures.

From 1890 to '98 Bill



Miss Susan Sterling was formerly night supervisor at New York. She recently left to become Mrs. Frederick Dauth

served as station lineman at Boston, and in '98 he started with the equipment force at this office and worked on the installation of the Boston, Darlington, Springfield and Lansingburg stations. He helped Mr. Athearn install at the Boston office his original type of polar relay. No blue-print was used, merely a rough diagram drawn on coarse paper.

From '98 until 1911 Bill confined his duties to central office work, line work and cable work at various locations throughout District 12.

In July, 1906, acting as foreman, Bill laid the submarine cable across the Connecticut River at Windsor, Conn., on the New York-Boston midland line. At this time C. C. Quimby, our present District Plant Superintendent, was a helper on the job. But as in the case of many others, these earlier days developed the leadership and executive ability which has accompanied our captains on their careers.

Since 1911 Billy Kavanagh has been handling test station troubles, cable boxes, and various other work throughout Districts 12 and 13, and 1923 still finds him an active and loyal worker in the service which he loves

Bill is loved and esteemed by every member of Springfield Plant. His impressive, courteous manner, his genial attitude, his friendly smile and his ability to do well

whatever he undertakes—these are the qualities which have endeared him to all of his fellow workers. We hope that his splendid service record will continue to expand, and that he will enjoy many years more of service in the Bell System.

A Musical Evening

The Long Lines Dramatic and Glee Club, of the New York Traffic Department, gave its first musical evening, as they called it, in the rest room at 24 Walker Street. About 400 attended. which is considered a modest start for a young organization. Some of their minstrel stars sang a flock of new songs.

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Commercial Promotions

N February 1 E. T. Wright, Commercial Engineer of the Long Lines General Commercial Department, became associated with C. O. Bickelhaupt, General Commercial Engineer, Department of Operation, A. T. and T. Company.

While the loss of Mr. Wright will be severely felt in the Commercial Department, it is gratifying to know that his experience will be utilized in a broader way

in connection with toll rate problems for the entire Bell System.

Mr. Wright graduated from Stevens Institute of Technology, in 1908, with the degree of Mechanical Engineer. After a year with the General Electric Company, at Lynn, Mass., he was employed by the Long Lines Department in September, 1909. During 1911 and 1912 he was with the Arizona Telephone and Telegraph Company as General

Commercial Superintendent. In 1912 he returned to the Long Lines Department. His duties here were in connection with rates and allied subjects and forecasts of toll message growth. He was later placed in charge of this work and on January 1, 1920, was appointed Commercial Engineer of the Long Lines Department.

All the people in the Long Lines who came in contact with Mr. Wright were impressed by his friendly sincerity and by his interest in our work as well as his own; every one extends to him best wishes for his success in his new duties.

W. G. Thompson, who succeeds Mr. Wright as Commercial Engineer, came with us in October, 1914 as a clerk in the message rate division. He resigned in January, 1916 and returned to the Long Lines in December, 1916. He was appointed Supervisor of Toll Rates in May, 1917, and was appointed General Supervisor of the Rate Division in July, 1919. His general experience in the work of this department has been of great value in preparing him for his new office.

Commercial—D. D. Milne, New York, in charge of Estimating Section to charge of Toll Rate Section; G. B. Larkin, New York, Supervisor of Toll and Special Contract Service Estimating to charge of Estimating Section; February 1.





E. T. Wright, now associated with the General Commercial Engineer, A. T. and T. Company, and W. G. Thompson, right, who succeeds Mr. Wright as the Long Lines Commercial Engineer

More Shifts

Traffic — Mary E. Burgard, Supervisor, transferred from the Southern New England Telephone Company to our New York office, December 16. R. A. Griffin, Assistant Traffic Supervisor, New York, to Facilities Supervisor, February 5. Edith M. Hansen, Operator, Philadelphia, to Clerk, February 5. Mary M. Quinn, Senior Operator, Philadelphia, Clerk, February 5.
A. E. McCaughey, Traffic Supervisor, Pittsburgh, transferred to the Division Office, Philadelphia, January 15. J. V. Bell, District Traffic Superintendent, Milwaukee, to Act-

ing Division Traffic Engineer, Chicago, January 20. N. N. White, Division Traffic Engineer, Chicago, is

N. N. White, Division Traffic Engineer, Chicago, is absent on sick leave. R. H. Albach, Traffic Supervisor, Kansas City, to District Traffic Superintendent, Milwaukee, January 22.

Avis Bartlett, Supervisor, District Office, Chicago, to Clerk, Division Office, February 5. Anna C. Mattes, Senior Operator, Chicago, to Supervisor, Technology, 5. Leave Carleon, Supervisor, Minney February 5. Irene Carlson, Supervisor, Minneapolis, to Chief Operator, February 5.

A. F. Bear, Force Adjustment Engineer, transferred from Southwestern Bell Telephone Company, Kansas City, to St. Louis, as Traffic Supervisor, January 22. F. E. Maroney, Traffic Supervisor, St. Louis, transferred to Kansas City, as Traffic Supervisor, January 22. E. W. Lormor, Traffic Supervisor, Cincinnati, to Assistant Traffic Supervisor, Cleveland, January 22. F. E. Sieben, Assistant Traffic Supervisor, Cleveland, transferred to Pittsburgh as Traffic Supervisor, February 1.

Plant—W. Dean Equip. Attend. Bedford Pa., to Chief Testboard Man, Erie, Pa., Feb. 1.

"Lookut What I Started!"

Comments on Training Course No. 2 with apologies to C. T. S.

Say, will ya lookut what I started! Went into the testroom while ago. Couldn't tell a jack from a "B" board—or Ohm's Law from the Volstead Act. Asked some questions. Some smart chap says, "Get an education!" Asked another one what happens when he sticks a plug into a hole. Says, "Makes connnection—can talk to feller out testing line in Kalamazoo." Asked, "How?" "Get an education." Guess he didn't know any more than I did about the inside workings. Guess he needed one too.

You've heard about this Association of Employees? Supposed to tell Company what we need. Then they all get together and try to give it to us. Thought I'd try 'em out. Told them we needed an education; something about the how and why of the whole business. They say, "How

about one on electricity?" I say, "Just right!"

Never heard a word for a coon's age. Then out pops this notice on bulletin board: "Are you interested in course on electricity and magnetism?" Get application blank. Fine. Going to get education.

First class Monday. Get lotta papers. Guess that testroom guy knows more than I do but good for him to get to bottom of things too. Start first lecture. All about "Force, work, energy." Need all three to write up lesson papers. "Power is rate of doing

work." New idea! "Units of measurement." Good things to know about anywhere—but where does electricity come in?

Next quit course for awhile. "Need mathematics." Learned all about fractions, square roots, a+b. Wasn't what I asked for but it's all in education. "If a man has ten dollars and needs a new vacuum tube, what chance has his wife of getting a dishwasher?" Not one in ten million! Don't yet understand electricity.

Lecture two. Beginning to get what I'm after. "Electrical symbols and circuit conventions." Never did get sent to one myself. Don't mind looking them over, though. "Potential differences." Take me and the boss, for instance. "Electrical circuits and how they work." Beat that testroom bunch out of a job pretty soon. Wonder how many other fellers learning this stuff like me?

Attractive entrance to our new Denmark, S. C., building, which is still under construction. If all goes well, we will publish an article on the completed structure, and the equipment it houses, in an early issue

Whew! A young university. Say, did ya hear what I heard? Guess it might take a few days to write it up and get the books handed round, at that, but - man in each division to see we all get a chance. Classes formed in any station where there's enough to want the course and some one to teach what's what. Some 87 classes already organized, Yeah, a b o u t 1 5 0 instructors and, say — over 1,100 other guys like me, all just itching for honest-togosh education.

MARCH, 1923 ONG INES

J. B. Harker writes from Milton, Wisard Wour big testboard man (Olson) from Norway is always ready to lend a hand. We had a large dangerous tree to take down in sections. He slipped on a sheep skin lined jacket and a pair of boys' size overalls and hauled away. Later he helped a couple of farmers who were filling a silo short handed."



Good Will Preferred

RETURN on our investment of good will toward the public came in a short time ago when J. E. McClure, of Perrysburg, O., stopped during an automobile trip to extinguish a burning telephone pole. If it had burned through, it would have caused a break interrupting important long haul circuits.

F. R. Spurgeon, Maumee, writes, "J. E. McClure, of Perrysburg, O., came to the Maumee office about dark this evening and reported that while driving home from Fremont, O., this afternoon, he noticed a grass fire, started by a farmer, had set fire to the butt of our pole 10095, New York—Chicago line, and only a thin shell of it was left by the time he borrowed a bucket and carried water with which he put out the fire. He said . . . he figured that the high wind we are having tonight might cause trouble on the wires in case the pole broke off.

"Mr. McClure is one of the officers of the National Supply Company of Toledo and a personal friend of our Mr. R. E. Russell, of Detroit."

Cleveland Gains in Size

Cleveland is growing. On a certain morning lately there was an air about the office of expectation. Something unusual was about to happen.

It did happen! At 9 o'clock our new operating room on the sixth floor was opened for the first time. Sixty shiny new

tables stretch the full length of a large room, the north and south ends of which are filled in with windows. Two stands for the distributing of tickets and a desk for the assistant chief operator help make one of the brightest, pleasantest operating rooms in the country. It was made particularly attractive that morning by two vases of flowers and a fern, sent over from the division office by Mr. Uhl.

Miss Krueger, who is in charge of the room, has 26 operators, five supervisors and two messengers on her force. At present only one side of the table, 30 positions, is being used. The other side can easily be put in working condition if traffic increases. We're mighty proud of this new operating room and also for what it stands—Cleveland is growing.

Snappy Restoration

At 2:50 p. m. one day recently all but four pairs of the Norwalk-Chicago line were open, crossed and grounded. This lead carries 50 wires.

At 3:05 South Bend started an Indiana Bell man to the trouble. An hour and a half later he reported that a farmer had cut a tree down, which had fallen through the line. South Bend started Division Gang Foreman Schultz and his gang to the break.

Meanwhile the Indiana Bell man saw the farmer coming and went to meet him. The farmer said, "Gee, but you fellows work fast! I'd just started to 'phone your people what I'd done."—Anon., Chicago.

Changes in General Committees

SINCE the issuance of the report of the Third General Assembly, with reports of the General Plant Board and the General Traffic Board, the following changes have been made in the personnel

of committees listed therein:

Committee on Long Lines Magazine—Miss Rachel E. Plunkett, vice Miss Florence M. Bitner; committee on Educational Plans—Mrs. Louise Boynton, vice Miss Florence M. Bitner; committee on Service Emblem—Miss Helen V. Smith, vice Mrs. Adele M. Arnold; Vail Memorial Committee members—W. N. Reveley, vice H. E. Beaudouin; bowling tournament—N. C. Le Vee, Chairman, second floor, 111 No. Franklin Street, Chicago, vice R. H. Thurston. The new chairman has appointed R. A. Miller, W. E. Barber and L. D. Allen, also Miss Ethel Greene, to serve on the committee with him.

Spotlight for Phoneton

Phoneton is getting enough publicity to satisfy the most grasping moving picture star. The description of the village, which appeared in the October, 1922, issue of *Long Lines*, has been reprinted many times over. E. E. Aker forwards a clipping from the



The new executive committee members of General Traffic Branch 3 are, left to right, sitting—Misses S. L. Mason and A. M. Thompson; Standing—E. A. Sageman, W. E. Smyth (Representative) and L. B. Savacool (Chairman)



It's dollars to doughnuts that not many Long Lines people spent New Years' Day as the two operators in this snap did. Two of our West Palm Beach girls, they are

Ohio Utility News, containing the latest appearance of the article and says:

"Enclosed clipping shows that our story still is going the rounds, although it's getting the corners knocked off on its journey. So far as I've seen, it's appeared in several of the Bell publications, was published complete in the Tipp Herald (published in Tippecanoe City) a few weeks after Long Lines carried it, and a week ago appeared in the Dayton (Ohio) Journal Sunday edition. . . ."

No Memphis Blues Here

Did you ever go to a Tacky party? If you did you can imagine the fun the Memphis force had one evening last week.

Of all the tacky people that can ever be, the tackiest of all was Miss Celia Glenn, who was awarded, as the prize winner, a miniature telephone.

The dancing was delightful. Every one declared she had a glorious time.—D. M.

Farewell and Hail

On January 5 Long Lines and Southern Bell Company employees at West Palm Beach with regrets bade farewell to D. S. Springer as District Traffic Superintendent and welcomed S. C. Cowles, of Louisville, Ky., as new District Traffic Superintendent with a beach party and supper at Guses Bath. It is with regret we say farewell to Mr. Springer, but we are pleased that he is rising in the service.—C. B.

MARCH, 1923 ONG INES

Over Hill, Over Dale

ST. LOUIS "inward" operators recently hiked to a small country town in Illinois and had lunch at the most fashionable hotel, boasting of two waitresses and a cook. The cook, having an idle moment, peeked through the dining room door and exclaimed, terribly horrified, "My lands! Them girls must have lost their

skirts!" Whereupon the hikers lost their dignity and giggled.

They visited Scott Field, an aviation training school, and had a gossipy afternoon with the aviators. They "hiked" back in some gallant young man's Ford.—C. B.

Irwin Halts Runaway

S Bellinger's gang were leaving Cooperstown, New York, to answer the call of the storm which caused a break in service on the Norwalk line on January 24, Gang Clerk Irwin proved again

that the telephone men are ready to answer the call to service whether in their line of duty or not.

A young lady student of the Knox School of that city was driving a horse and cutter down the street. The horse became frightened and unmanageable, and rushed down the street at a terrific pace.

Running alongside, Mr. Irwin managed to grasp the side of the cutter, but not before he was dragged a considerable distance. Climbing in, he brought the frightened animal to a stop before any damage could be done.—W. G. R.

"The only contented people are those who know the many things they can do nothing about."

Not His Fault

The King: "I hope you will find your room comfortable, Daniel."

Daniel: "Well, sire, it's a bit of a den."

The King: "What do you mean?' Daniel: "It's full of live stock."

The King: "Nonsense! What kind of live stock?"

Daniel: "Well, sire, it's simply crawling with lions."

The King: (after a pause): "All I can say is—if there are any lions there, you must have brought them down with you!"

-London Post.

Express Service

It would be mighty convenient if, when you wanted to visit some one in any part of the country whatever all you had to do would be to step to the door. A car would arrive instantly, which would take you directly to the door of the house you wished to reach. without change.

Sounds like a fairy tale, of course. But isn't that just what the Bell System does in the field of communications?

The local telephone system is the taxi, trolley car or bus which takes you to the railroad station. There your vehicle is shunted to the main line track—the long lines—over which it roars across country to the town in which your friend lives. Leaving the railroad track it once more passes through city streets and lets you out at your destination.

Young men, says *Hello*, often act without thinking; old men think without acting. During the next few years successful men will be those who think and act quickly.



"St. Louis 'inward' operators on the road to Vincennes, 142 miles. They got within 130 miles of it," says our correspondent

Professors Guests at N. Y.

GROUP of professors from leading colleges and universities in the country were guests of New York Bell System officials and executives at a lunch in the newly opened cafeteria at 195 Broadway, on February 17. Previous to the luncheon an inspection trip was made through 24 Walker Street. The affair was part of the program of establishing closer relations with educational institutions.

W. C. Wickenden, A. T. and T. Company, was toastmaster at the lunch. Other Bell officials present were Vice-Presidents Gherardi, Carty and Hall, A. T. and T. Company; Director Stevenson, General Plant Manager T. G. Miller, Long Lines; Chief Engineer H. C. Carpenter, of the New York Company and Chief Engineer E. B. Craft, of the Western Electric Company.

Among the guests were representatives from Yale, Lehigh, M. I. T., Stevens, Rutgers, Brown and Brooklyn Polytechnic.

I'm a Circuit Order

(Continued from page 15)

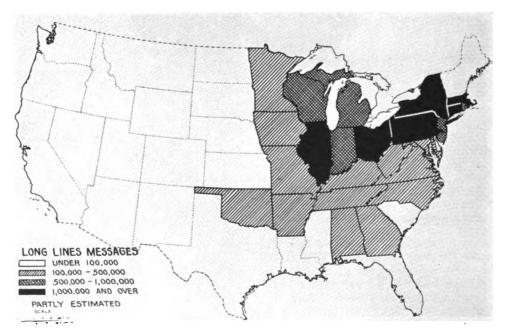
little section of cable was loaded or non-loaded, and where the first load point was.

After the work of the networks was complete I had entered upon me, just before the places where the networks were, several small numbers. They were mostly 2's and 3's and I have since learned they are called "cord circuit repeater step designations." Mr. Engineer took me, looked me over carefully, and compared the computed equivalents (which had been placed upon me) with what he termed "authorized equivalents." He was much pleased when they agreed closely. He then placed me in the envelope and I was again taken to the Plant Department office.

This second visit to the Plant Department I did not enjoy nearly as much as the first. I was sent to be itemized—to be arranged so that I could be placed in effect more easily—but it seemed to me that I was being operated on, for they cut me into pieces. I was, I suppose, better for it, for when they pasted me together again Item 2 followed Item 1.

I was now ready for "final check," as they said, and was sent to Mr. Plant and Mr. Traffic for this purpose. When I returned I was sent to the stenographers.

Copies of me were put in envelopes and sent to all stations concerned and I—the original—was placed in a file where I am now and probably will remain.



Long Lines "sales map" of the United States, showing Long Lines messages by originating states, 1921. This is one of the numerous interesting charts in our Accounting Department's exhibit at 195 Broadway, New York

J. J. Carty at the University Club

N Saturday afternoon, February 10, General J. J. Carty, in New York, and President Angell of Yale, at New Haven, Conn., both delivered addresses at the weekly luncheon of the University Club at the club house located at Fifth Avenue and 54th Street, New York City.

A No. 2 Western Electric public address telephone system was installed in the grill room of the club, under the supervision and operation of members of the Long Lines Plant Department. A special wire circuit was connected between the loud speaking equipment at the University Club and the study of Dr. Angell, at Woodbridge Hall, Yale University, New Haven. A special transmitter and associated amplifiers were located at Woodbridge Hall.

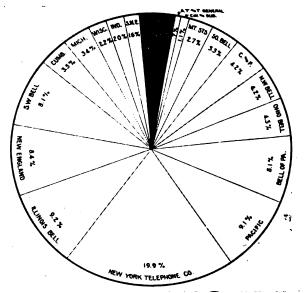
General Carty, who was present at the luncheon, spoke on "World Communica-

tions" at its conclusion. Dr. Angell, after hearing the introductory remarks made by General Carty at New York, gave an address over the telephone that was clearly heard by the guests as-sembled at New York. Motion pictures of the telephone industry and talking motion pictures showing Dr. T. A. Watson and the original telephone he made for Professor Bell were also features of the program at New York.

trated the value of co-operation between individual and individual. Rarely has there been provided a more concrete example of what might be called the triumph of team play. Despite the 3,400 miles of ocean which separated them, General Carty in New York and Mr. Gill in London and every one of the scores of men and women upon whom their success depended, worked throughout the experiment, and the preliminary tests which led up to it, in perfect co-ordination.

It is important to remember that the seventy miles of wire and cable which connected Mr. Thayer's desk with the Rocky Point sending station was not a whit less important as a link in the communications chain across the Atlantic than the mass of complicated mechanism which sent these messages out into the ether, nor than the ether itself. Nor must it be forgotten that the men and women who stood guard

over this line did so in precisely the same spirit with which hundreds of thousands of their fellow employees, at the same moment, were watching over other Bell System lines. They may not have known how important their job was on this particular night. For them it was enough to know that it was their job.



How the various parts of the Bell System compare in number of employees can be readily grasped by a glance at this chart, prepared by our Accounting Department from a census made at the end of 1921

"They're a Good Bunch"

A Bridge of Words they were

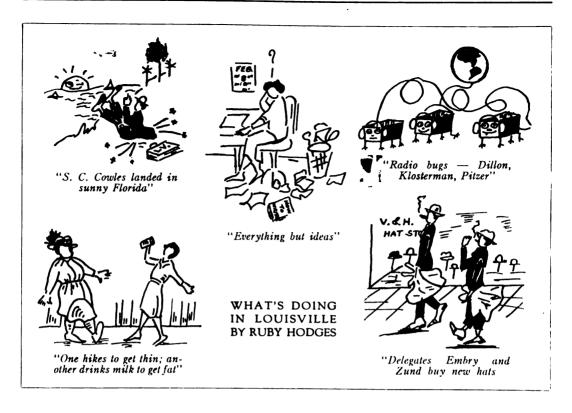
(Continued from page 26)

value of close co-operation between the great communication organizations which are chiefly interested in the solution of this problem.

The experiment also admirably illus-

(Continued from page 13)

they were worrying themselves sick. Oh yes, tell them! What's the use? How could a section lineman stop and think of what his wife's worries might be when he had troubles of his own? And of course a section lineman always looks for trouble on the line. That's the only kind of trouble that ever worries him.



H. C. Carpenter Talks to New Yorkers

HE Telephone Business from the Viewpoint of an Associated Company," was the subject of a talk given by H. C. Carpenter, Chief Engineer of the New York Company, before members of the Association of Employees at National Headquarters, February 20. This was the regular monthly talk of the series now being conducted under the auspices of the educational committee of the General Office Council, and was held in the third floor assembly hall at 195 Broadway.

Mr. Carpenter, introduced by Mr. Pilliod, our Engineer, opened his remarks by mentioning that the Associated Company provides the subscribers who make long distance calls. "This you will admit," he said, "is useful to Long Lines."

He used a number of uncommonly

striking lantern slides to emphasize the varied nature of the job confronting an associated company that now requires 50,000 employees to carry on its work. His pictures, both by stereopticon and by brief, terse sentences, made his hearers open their eyes in astonishment at the size and complexity of some of the New York Com-

pany's problems.

"Have you ever tried," read the circulars announcing the event, "to look at the telephone job from the viewpoint of some other employee? If so, you doubtless broadened your appreciation of his work, and, at the same time, gained a better understanding of your own." Those who attended the meeting agreed that this statement was splendidly borne out by Mr. Carpenter's address.

It's hard to imagine an American girl of the same age as the heroine of The Three Lovers being so unversed in the ways of the world. Perhaps it's the difference in English and American systems of training. Or maybe it's Frank Swinnerton. At any rate, the book is a vast improvement over Swinnerton's former work, Coquette.

Don Marquis' The Revolt of an Oyster is well worth the traditional price of admission—and a trifle more. One of the biggest treats in this collection of short stories is The Saddest Man, who along with other hardships was in love with Siamese twins. It's all in fun, and of course most ridiculous.

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Engineering the Long Lines

By J. J. PILLIOD

Engineer, Long Lines Department, American Telephone and Telegraph Company

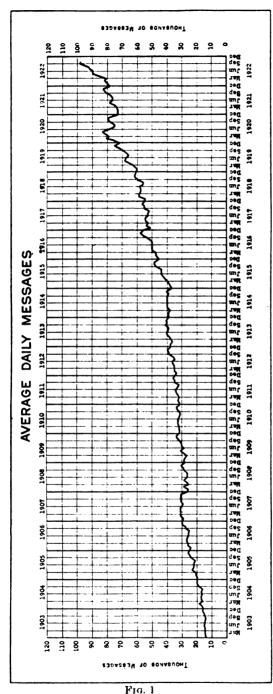
An article published originally in the Bell Telephone Quarterly for January, 1923. Issued as a supplement to Long Lines for March, 1923

Engineering the Long Lines

NE of the obligations of the American Telephone and Telegraph Company is to provide the necessary plant and handle the telephone service connecting the territories of the licensee companies. In the organization of the Bell System this plant is provided and this service is handled by the Long Lines Department of the American Telephone and Telegraph Company. Since the first construction plans were made and the first pole was set in 1885 as the start of a line between New York and Philadelphia, the engineering plans have been under a uniform policy and along lines consistent with the terms of the various license contracts. Plans for many years in the future have been worked out along these same lines.

The purpose of this article is to outline a few of the engineering features involved in the plans for the construction of the present plant, and proposed extensions. While some of the engineering features described have a particular application to the Long Lines plant, others are also being extensively applied in other parts of the Bell System and elsewhere.

The book investment in Long Lines plant and equipment now exceeds \$100,000,000, and is rapidly increasing. Estimates indicate that within the next five year period the investment will approximate \$150,000,000. Some facilities are obtained on a rental basis, as, for example, space in buildings. Over 500,000 miles of telephone circuits are in service, and nearly 100,000 messages are being handled each business day. The growth in telephone traffic for the past twenty year period is indicated in a general way by the curve in Figure 1. The average increase for each year over the preceding year throughout this period has been ten per cent. As is well known, the length of haul has steadily increased and is still increasing, so that in considering this development of long distance service it is necessary to take into account both the number of messages and distances involved.



The above facts are mentioned here, simply to illustrate in a general way the type of engineering problems involved and the fact that with the service requirements constantly increasing there is a corresponding increase in problems to be solved. Essentially, these constitute the problem of interconnecting cities and territories, as might be illustrated in a general way by reference to such systems as trunk line roads. steamship lines or national highways. However, some fundamental differences exist in that complete national telephone service involves the direct connection of the trunk line telephone plant to the plant provided for local service, thus

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making available to the users of the service a complete line for direct communication from subscriber's station to subscriber's station. All plans must be made with this purpose in mind.

Pole Lines

In the Long Lines plant there are now more than one and one-quarter million poles used for supporting wire or cables. Three kinds of timber are now used for new work. These are creosoted pine, chestnut and cedar, the choice depending on which is the most economical after considering all factors involved in a specific job. In general, chestnut and cedar poles, up to the present time, have been used untreated, but the present practice is to use butt-treated poles, and the use of untreated timber is the exception. It has been found that this practice is justified in this type of plant from the standpoints of cost and service results.

As a part of the constant endeavor to furnish the best possible service, the pole lines are maintained at high standards of strength. A detailed inspection in 1922 of every tenth pole in New York, in connection with an appraisal, showed that the average physical condition of the pole lines in that state was about eighty per cent. To maintain these standards, inspections are made at frequent intervals, usually every three years, and any necessary work is done to bring the condition of the lines up to the requirements of the standard specifications.

While many sizes and lengths of poles are used, we find most of the lines carrying aerial wires built with Class A, B or C poles, 25, 30 or 35 feet in length and spaced at 130-foot intervals. Fir or creosoted pine crossarms ten feet long and equipped with locust pins for ten wires are used in most sections, and the crossarms are normally spaced two feet apart. This general type of plant is familiar to many telephone people, and it is frequently possible to identify these long distance lines by their uniform and characteristic construction.

AERIAL WIRE

For telephone purposes, hard-drawn copper wire is used exclusively. On some of the older lines one No. 6 B.W.G. iron wire was strung and supported on pins and insulators attached directly to the pole tops and used for telegraph purposes. As this iron wire has deteriorated to the point requiring replacement in various sections, it has generally been dismantled.

The copper wires are of two sizes—No. 8 Birmingham wire gauge, weighing 435 pounds per wire mile, and No. 12 New British standard gauge weighing 173 pounds per wire mile. It is interesting to note that no change in the practice originally established for the Long Lines Department with respect to sizes of hard-drawn copper wire for aerial line construction has been found necessary or advisable, although the matter has been considered at various times. However, the gauge most frequently used in this country for copper wire is the American wire gauge.

It is also an interesting fact that the original wire can still be utilized although many changes have been made in the types of service handled over the wires since they were installed and many re-arrangements of them have been necessary, as for example, changes in types of transposition systems to obtain better results or phantom circuits, loading coils of one type installed on circuits to be replaced later with coils of another type and still later removed entirely. Under favorable conditions the life of copper wire is very great, and no appreciable deterioration can be detected in most of the wire. fore, the average life is determined principally by the effects of storms, which cause severe damage in some sections nearly every year, deterioration due to unusual conditions, such as the presence of gas or fumes from chemicals, and removal for right of way reasons or on account of paralleling cables making the continued use of some of the aerial wire no longer economical.

As far as practicable, the wire is transposed for phantom operation—the total aerial wire mileage being

over 525,000 miles, of which over 85 per cent is arranged for phantom operation. Loading coils are used extensively on aerial wire circuits to reduce transmission losses, and while they continue to be installed in those cases where necessary reductions in transmission losses can thus be most economically and satisfactorily obtained, they are also being removed from some aerial wire circuits to make them available for carrier current operation, and to obtain transmission of a better quality than can be furnished with loaded aerial wire circuits of the present standard type. For example, loading coils have been removed from the transcontinental group of circuits and from many circuits in the sections between New York, Chicago and St. Louis. The New York-Havana circuits have no loading coils connected to the aerial sections.

CABLES

The familiar types of aerial wire lines which have been used so extensively in the past are today the most efficient and economical types of construction for many conditions, and large amounts of wire are installed each year. However, in certain sections of the country and along certain routes the requirements for circuits are such that it is difficult to provide a sufficient number of pole lines at a reasonable cost, and for these sections cable has been used extensively. The cable type of plant has many important advantages as compared to aerial wire for many circuits in such sections, some of these being lower annual cost, greater reliability of service and greater flexibility.

The transmission problem involved in the design of long distance circuits in cables is more complicated than for the case of circuits made up of aerial wire, and the necessary equipment, such as telephone repeaters and other apparatus associated with such cable circuits is very much more extensive.

As is generally known, long underground cables have been in operation for a number of years, between Boston and Washington, Chicago and Milwaukee, and in other sections. The older cables in such sections contain conductors varying from No. 16 A.W.G. to No. 10 A.W.G., and a full size cable of this type only provides about one hundred circuits. As estimates of traffic indicated that several cables would be required along these routes within a reasonable period of years, and as many of the sections traversed were well built up, it was found desirable to construct subways and place the cables entirely underground.

The development of telephone repeaters made it possible to use conductors of a smaller gauge, so that in long toll cables now being installed, the majority of the conductors are No. 19 A.W.G. with some No. 16 A.W.G. conductors, the latter being intended for use in relatively short circuits, while it is expected to use No. 19 gauge conductors in four-wire circuit combinations for distances up to at least one thousand miles. This type of cable provides 250 to 300 telephone circuits, if needed, and a smaller number of cables will be required along any one route than would be the case if it were still necessary to use the older types of cable.

This, in turn, makes it more economical in many sections to employ aerial construction except through built up areas, and aerial cable supported on poles 25 feet in length, is being generally used for the New York-Chicago cable. The section of this cable from New York to New Castle, Penna. is installed. Work on extensions is going on and it is expected that the cable will be in service, as far west as Cleveland, by July 1, 1923. It is proposed to complete the Chicago-South Bend section early in 1924, and this probably will be followed by the Cleveland-Toledo and Toledo-South Bend sections in order. It is probable, therefore, that the New York-Chicago cable will be completed throughout the entire distance about 1926.

As the different sections of toll cable are placed in service some open wire is dismantled immediately, and additional wire is to be dismantled later on. This dis-

mantling lightens the load on the pole lines, which, in turn, reduces the liability of storm damage, and greatly reduces the maintenance cost. It is necessary, in general, to construct new pole lines for these cables, and every effort is made to obtain permanent locations and rights of way. While permanent rights of way are important for all toll lines, they are even more necessary for long toll cables as future relocations must be kept at a minimum to economically maintain uniform loading coil spacing. The loading coils are spaced very accurately at regular intervals of about 6000 feet and the successful operation of the many telephone repeaters that it is necessary to use on these cable circuits is largely dependent on the continuous maintenance of this accurate spacing.

TELEPHONE REPEATERS

Many telephone repeaters are used in connection with aerial wire circuits, but a much larger number are used on cable circuits. Repeaters are located at different intervals on a circuit, depending upon the kind of facilities involved. For example, on non-loaded No. 8 B.W.G. circuits, repeaters are located at about 250 mile intervals, while on No. 19 gauge two-wire cable circuits they are located at intervals of about 50 miles. To provide the repeater stations along the toll cable routes many new buildings are needed. About 2500 telephone repeaters of all kinds are now in service in the plant of the Long Lines Department.

The use of telephone repeaters has introduced entirely new features in toll circuit design work. In a circuit without telephone repeaters, energy is introduced on the circuit at one point, the transmitting end, and a part of the same energy is received at the other end of the circuit. Where intermediate telephone repeaters are used the energy originating at a transmitter operates the first repeater it meets in its travel along the circuit. From the output side of this repeater there is delivered new energy to be sent on its way along the circuit until the

next repeater is met, where the operation just described is repeated, until finally the energy from the output side of the last repeater is sent on its way to the receiver at the terminal of the circuit.

In a circuit using intermediate telephone repeaters, and some circuits have as many as eight repeaters operated in tandem, it is necessary that they be properly spaced, taking into consideration both the available repeater station locations and the electrical characteristics of the circuit facilities. The energy levels at each repeater must be carefully predetermined, as it is important that the energy delivered to and by each be kept within proper limits; that is, too much energy must not be sent out from one repeater or it will cause "cross talk" in adjacent circuits, and, on the other hand, the energy must not be allowed to drop off so far that its magnitude at the input of a repeater is only about the same as that of the noise which happens to exist on the circuit, as this condition will result in the noise being amplified to an objectionable degree along with the amplification of the speech currents.

The matter of proper arrangement of repeaters in a single circuit as described above is only one of the important features which must be taken into consideration in the design of a network of long distance circuits, but it serves to illustrate that the problem is very decidedly one of considering each circuit and also groups of circuits as a whole at the time the design work is done, and similar centralized control is of equal or greater importance in the every day maintenance and operation, if satisfactory service is to be secured.

TELEGRAPH

Plant of the type provided by the Long Lines Department for the handling of long distance telephone service is utilized to furnish certain classes of telegraph service using simultaneously the same wires that are required for telephone purposes. Rapid as has been the growth of long distance telephone service, no less rapid has been the

development of this telegraph service. There are now 525,000 miles of telegraph circuits in operation, and service under special contracts is furnished to banks, brokers, press associations, packers and other commercial organizations. These telegraph circuits are also used in the operation and maintenance of the plant and for handling official telegraph business.

Morse's original telegraph used two wires and was only capable of transmitting in one direction at a time. This transmission was slow and the incoming signals were recorded in dots and dashes by a tape recorder. Contrasted with this we may have today one pair of copper wires carrying simultaneously one and one-half telephone circuits, two telegraph circuits of the more common direct current type using ground return and as many as ten carrier current telegraph circuits. Furthermore, each of these twelve telegraph circuits may be operated in both directions simultaneously by the ordinary duplex telegraph methods and if desired, by the use of printing telegraph apparatus, each may be made to print from one to four messages in each direction. A complete arrangement of this latter type is not now in regular use, but in many cases a single pair of wires is carrying one and onehalf telephone and twelve telegraph circuits. Printing telegraph apparatus is operated on a part of the telegraph circuits but most circuits are manually operated. quadruplex system has not been found practicable for use in the Long Line plant.

Telegraph service was first furnished by the Long Lines Department on wires used for telegraph only. This was followed in turn by the simplex system, which furnished one telephone and one telegraph circuit simultaneously, the composite system which added a second telegraph circuit for each pair of wires, and finally by the carrier current system, which has brought the number of telegraph circuits per pair of wires, where suitable conditions exist, up to a practicable total of twelve.

As the telegraph systems now in use on the open wire lines are not suitable for use on long, small gauge, loaded, cable circuits, the recent extensive installation of this type of plant by the Long Lines Department has made desirable the use of still another telegraph system. This newly developed system is operated on the "metallic" basis, furnishing but one telegraph circuit per pair of wires, but these wires may also be used for telephone purposes. It is thought, however, that ample telegraph facilities will be available in the toll cables to meet all requirements along these routes for a long period, or until additional cables are needed for telephone purposes. Each of these circuits may be operated in both directions at the same time without interference to the telephone circuit carried on the same wires.

CARRIER CURRENT SYSTEMS

A recently developed system of telephony and telegraphy known as the "carrier current" system makes possible the provision of additional circuit facilities on certain classes of the existing wire plant. The operation of this system depends upon the use of comparatively high frequency alternating currents which can be transmitted over suitable circuits simultaneously with the more commonly used low frequency telephone and telegraph currents. Additional telephone or telegraph circuits as may be desired are thus obtained without detracting from the usefulness of the circuit for carrying at the same time what was formerly its regular load of telephone and telegraph business.

The Long Lines Department is making extensive use of this new system to provide additional facilities in sections where suitable plant is available for "carrier current" operation. The first carrier current telephone system to be placed in commercial service in this country provided four additional telephone circuits between Pittsburgh and Baltimore in 1918. From Baltimore the circuits were extended to Washington through the cables. Since that time four additional systems have been installed, furnishing a total of 8500 miles of telephone

circuits. Plans have been completed for extensions which will greatly increase this figure in the near future.

The first installation of carrier current telegraph equipment for commercial service was placed in operation between Harrisburg and Chicago early in 1920, providing ten Harrisburg-Chicago telegraph circuits which were extended from Harrisburg to New York on other available facilities. There are now in operation in the Long Lines Department a total of twelve carrier current telegraph systems providing 62,000 miles of telegraph circuits. These figures include telegraph facilities provided by the carrier current system from Harrisburg, Penna. westward along the transcontinental route.

EQUIPMENT

Switchboards, testboards and morseboards as well as many other kinds of equipment are used in the Long Lines plant. The switchboards are in general, standard toll sections equipped with such apparatus and circuits as the requirements of a particular office may determine. The testboards are designed to provide a common center for line and switchboard circuits and circuits connecting together such items of equipment as phantom sets. composite sets and composite ringers. Facilities are provided for quickly making layout changes in case of trouble and for locating such troubles as occur. morseboards are designed to serve as terminals of telegraph operating equipment such as duplex sets, telegraph repeaters or carrier current telegraph channels, and also as a common center for telegraph circuits and loops to subscribers' offices. Equipment is provided to facilitate regular operation and rearrangements.

ORGANIZATION

The Long Lines Department is organized on a functional basis and the engineering work is assigned in about the same way as in other associated companies. The Long Lines Engineering Department, which corresponds to the engineering department of an associated company, is located in New York City, and commercial engineering and traffic engineering are done by forces which are a part of the organizations of those two departments. In addition, engineering work is performed by the forces of five division plant engineers reporting to the division plant superintendents located at New York City, Philadelphia, Chicago, Atlanta and St. Louis, respectively. The commercial engineering work involves particularly the estimates of business to be expected and rate questions. Traffic engineering involves the determination of circuit and equipment facilities required on the basis of the Commercial Department's estimates of business.

In the Long Lines Engineering Department studies are made and fundamental or detailed plans are determined upon for the provision of the necessary circuit and equipment facilities. Specifications are prepared in this department for such items as new buildings, the larger equipment installations, wire stringing work and important cable jobs. A great deal of engineering work is done in the application to the Long Lines of new apparatus and methods as standardized by the Departments of Development and Research and Operation and Engineering, and close contact is maintained with these depart-As is well known, the developments in new apparatus and methods applicable to long distance telephony and telegraphy have been rapid and of far-reaching importance. One branch of the department devotes its entire time to the design of circuit layouts. pointed out under the heading of "Telephone Repeaters", the design of long distance circuits requires consideration of each circuit as a whole, and it has been found desirable on account of the cost, length and complexity of most of the Long Lines circuits to have the plans for building them up prepared in one centralized organization. matter of noise and inductive interference requires considerable attention.

All estimates for specific jobs are prepared in the offices of the division plant engineers and these organizations also do much detailed engineering work involved in the carrying out of construction products and the preparation of specifications for the smaller equipment installations. Particular attention is also given to problems involved in maintenance methods.

Facilities of the associated companies such as subscribers' lines, switching trunks, and toll lines are used in connection with the plant of the Long Lines Department in the establishment of complete long distance telephone connections. Such facilities are, in general, those that can be most economically provided by the associated companies or have necessarily been provided by them in the operation of their business. In addition. many routes and desirable office locations of both companies are common. For these reasons the engineering branches of the Long Lines Department are constantly in touch with the organizations of the associated companies, in order that the economic advantages of joint construction may be considered and such facilities planned as will permit the business of each company to be handled in the most economical manner, considering the interests of the Bell System as a whole. Conferences are generally held each year in connection with the preparation of the construction program and at such other times as may be necessary in the preparation of fundamental plans or plans for specific projects. Representatives of the companies and departments interested are present and all available facts and data are carefully considered.

When the rapid growth and country-wide scope of the plant and activities of the Long Lines Department are considered, it is easy to appreciate that many variations in conditions and requirements are encountered, but in a sense these add interest to engineering problems already fascinating. The desirability of uniformly following methods and practices which experience has proven to be sound is always kept in mind in determining upon plans

for extensions of lines and equipment, and variations from these methods and practices are considered only when clearly justified by all of the facts.

To adequately meet the requirements of the public for long distance service, engineering plans for the Long Lines must be made on a broad and permanent basis, for experience has indicated that what is a line with but one or two circuits through a territory today, soon becomes a route carrying many circuits, and forming an important link in the national network of toll lines.

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Why They Stick

N the ground floor of the telephone building a man worked at the test-board. It was night; flood had come upon the city; death and disaster threatened the inhabitants. Outside the telephone building people had long since sought refuge; the water mounted higher and higher; fire broke out in nearby buildings. But still the man at the testboard stuck to his post; keeping up the lines of communication; forgetful of self; thinking only of the needs of the emergency.

On a higher floor of the same building a corps of telephone operators worked all through the night, knowing that buildings around them were being washed from their foundations, that fire drew near, that there might be no escape.

It was the spirit of service that kept them at their work—a spirit beyond thought of advancement or reward—the spirit that animates men and women everywhere who know that others depend upon them. By the nature of telephone service this is the every-day spirit of the Bell System.

The world hears of it only in times of emergency and disaster, but it is present all the time behind the scenes. It has its most picturesque expression in those who serve at the switchboard, but it animates every man and woman in the service.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System, Universal Service, and all directed toward Better Service



An Artist with Two Hobbies

MANY artists, when you inquire into their ambitions and hobbies, mention a list as long as your arm. Not so Paul Stahr, creator of the feminine Revere on our cover.

"Just two," replied Mr. Stahr, "indoors—painting pretty girls; outdoors—swimming."

So there you are. You may recall, incidentally, that Mr. Stahr is one of the well-known artists who drew posters for the Government during the war. In these later days it's either theatrical posters, *Life* covers or black-and-white illustrations for magazine stories. But no matter what the medium, S-t-a-h-r seems to spell pretty girls.



"This doesn't mean a thing," says Mr. Stahr, "except that it's the way I earn a living"



"ALTHOUGH WIDELY SEPARATED YOU HAVE STOOD TOGETHER AND IN STAND-ING TOGETHER HAVE NOT STOOD APART FROM THE OTHER PARTS OF THE BELL SYSTEM. MAY THAT RECORD GO ON.

THREE THOUGHTS

The Wilkinsons are having their whole house repapered. Mr. Jones is painting the flivver. The Murray boys are rolling their tennis court. We've been hearing the peepers for a couple of weeks. Sunday newspapers are featuring the Egyptian motif in silks and milady sighs: "If only a person had plenty of money." That hole in the porch roof simply must be fixed, after the lawn is raked. Seed catalogues clutter the incoming mail. The furnace fire looks discouraged. So does the coal pile. There is a button off our overcoat. Golf may be a good game, after all. The youngster is asking when school will end, wanting a new fielder's mitt and saying there is no sense in making a fellow wear a sweater just to play marbles.

Can it be? Why, yes; it must be. It's-excuse us, please (ker-chool)-Sprig.

4

A newspaper reporter, disguised as a down-and-outer, visits a metropolitan church and in writing up his experience complains that he received only two smiles—and that these were obviously given as a matter of duty.

When you start to analyze a smile, you get into difficulties immediately. Unless you are a mind reader you can't say that this person's smile was made up of so many parts sincerity, so many actual cheerfulness, so many duty, and so on. In short, when you are lucky enough to meet a smile, take it at its face value.

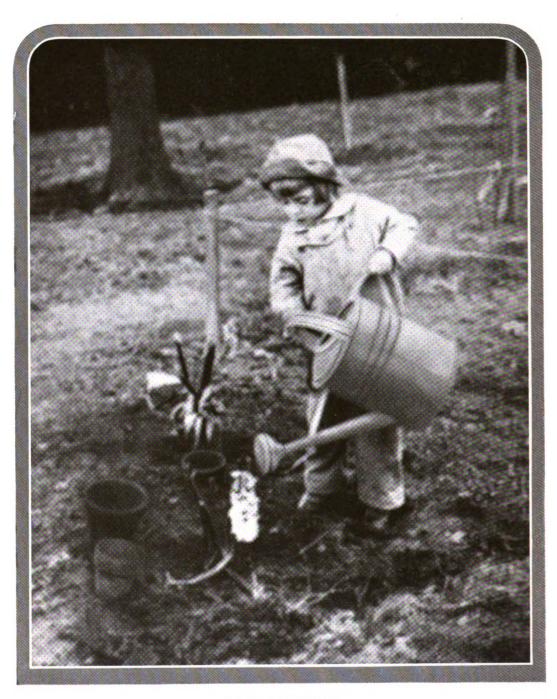
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One of the most welcome greetings we encounter from a fellow employee begins "Say, why don't you Long Lines people get a story on ——?" It doesn't matter what. Maybe it's a personality sketch of some well known character in the Department, or a description of a newly approved device, or a new wrinkle in operating. Perhaps it's only a brief anecdote of a happening in one of our district offices.

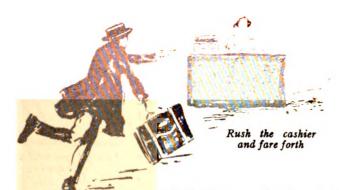
There's probably only one thing that brings more joy to the editorial heart than a good idea—and that is the idea full-grown into an interesting article. We welcome suggestions, but there aren't enough heads, hands and feet on the staff to work out all we get. When you've cornered a good idea, the most helpful method is to write it up, or get some one else to, and see that the contribution is sent in without delay. Start your swing with the suggestion—and follow through with the completed story. Thank you.

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EASTER MONDAY



The Call to Action

Full Story of Negotiating With Denizens of Inland Empire Would Be an Epic, Says Asst. Div. Attorney Frank Quigley, Chicago

P from Cairo where muddy Ohio and Mississippi meet, head on, for the Gulf; down from Duluth where northern lights illumine cold, clear skies in the shadow of the height of land that slopes to the Atlantic and the Arctic; over from the black smudge of the open hearth and the Bessemer converters, whose shafts of light are Youngstown; out of the vast sweep to the prairie's end, where the eye can glimpse the continental ridge, comes a call for action.

"Send a man. Omaha, Cleveland, Minneapolis, Detroit. C. D. Q. S. O. S. Step

on it. Give 'er gas."

So let's break that little dinner date, rag friend wife's nerves if she protests—a telephone man's wife should not have nerves—stuff a hank of correspondence in the brief case; wire for a few rights; rush the cashier; grab a franchise form or release, a commission prospectus or a couple of red vouchers; pray for a little legal lore and fare forth into the realms of Legal Romance.

For the story of any year of negotiating with the denizens of the inland empire that in telephone circles is Long Lines Division Four, would be an epic. From Gallipolis on the Ohio, with its Greek name and no Greeks save a restaurant, to the valley of the Platte is not a far cry as voice frequencies travel. But the telephone man who speeds that way in the dawn may watch the sun sink for the third time before he attains his goal.

In his path he has passed, most likely, Mr. Johnson of Kankakee or maybe Mr. Yonson of Winona; O'Johnson and Mac-Johnson; Johnsky and Jansky and the

other variations, warp and woof of the old world and the new, all bound 'round with a copper string; spun with a network of carrier and key; the L. H.'s and the V. L. H.'s of the Traffic; tied with the contracts of the Commercial; secured with the standard grants and statutory rights of the Legal.

The standard grants; the little red voucher—as famous in telephone story as the little red school in the nation's annals. Signed in pencil; signed in ink with a match to accelerate the reluctant fluid's frozen flow, while the grantor shivered in zero; signed with the same old requisition pen, while the grantor's torrid wrath would have fused a pen made of the same metal we planned to string as soon as the ink of his name was dry; signed on the roofs of houses or down below where the home brew ferments; signed in the glow of health; signed—

From a hill town in Kentucky came a demand for compensation for "the postes on my lands." Claimant had bought the property with the poles thereon, but his deed showed no restrictions. Taxes were due. He was rugged but honest. "Ef

ye've got the writ ye stay, else ye pay or git," he stated.

A grant was shown him from the original owner. One look at the signatory—a sprawling cross: "Bimbo G u m p, h is mark"—and



The tombstone was a mute reminder



He harangued his fellow toilers

the fight was on. "It's a fraud!" he whooped. 'That man could write. Besides, he was dead on that date."

had not yet departed on the date of the voucher. tombsone in the

little cemetery where the flower of the section rested amidst its weeds was a mute reminder that the grantor's sun had waited one more day to set.

But why the mark and not the written name? Comprehension suddenly came to

us. The man on his deathbed; his feebling hand too weak to write; the hasty scrawl—and westward another notch went the Petersburg - Georgetown. Had the man been taken advantage of? A daughter was found. She was witness to the grant. "Pappy was content," said she.

Complaints crop out. Chance injustice rankles. People with whom we deal often prefer to pass to the corporation agent the onus of an unpleasant situation. All in all, however, the reputation of the A. T. and T. Company for fair dealing is an assured, concrete fact. It is good. And to keep that reputation good is one of our functions.

"Your company is white," said a Michigan farmer with the mien of the father in the picture, "The Spirit of '76." When two hours later from the top of the harvest pile he brandished a pitchfork and harangued his fellow toilers on corporations in general and our proposition in particular, the

following colloquy ensued:

"I would like to ask you a question."

"Huĥ?"

"What sort of a company is the A. T. and T.? That is, if you know?"

"By gar, they're white.

And so collapsed the opposition. Our lead went where we wanted it.

Numerous as the sands of the sea and as shifting are the pleas for inaction on propositions. "If the pole were placed there it might strike a casket being carried to the street," complained a morbid spinster, whose

But Bimbo thoughts were evidently not centered on Isham Jones' syncopating jazz band. The Indifference is a hard foe to combat.

Hostility may give you a toe hold. You can always drive a wedge. A stiff upper lip and a limber tongue will work wonders. In plain Anglo-Saxon, a man with bounce can always lick a big stiff. The psychology of the crowd is bad from

the standpoint of him who seeks a privilege. It is more than three times as hard to deal with three men as it is with one. Three harmless individuals often become quite deadly when they convene as a Board of Public Works. A pussy kitten multiplied by ten and transformed into a

"I'll get you yet,"

the word

was

common council may roar like a lion. Oft have I heard that roar.

This particular job of dealing with public governmental supervisory boards—county common councils and commissioners, others who normally pass on our fundamental rights, without whose o. k. our purchases may be void, our underground a crime and our every step a nuisance—is one of the major functions of our work in the field. While we will not let it rob life of its joys it may help to rob death of its sting.

The impulse that puts across a particular case whether with the individual

or group will vary with race and clime, the hour of the day, the food for breakfast. It may be

"I'll get you yet," was the parting word wafted in the direction of a complacent ornament to her sex who held the fort in southeastern Ohio.

"When you do, I'll be in a hospital," was her playful retort.



A pussy kitten may roar like a lion



You may be bitten by a dog or pursued by the sheriff

garner

vou may

them all - John-

son and Jansky;

Cincinnatus and Shylock — and run

the gamut of emo-

tions. You may be

chased by a bull, bitten by a dog,

pursued by a sheriff.

You may see a gor-

It really looked as if our next meeting would be before some judge. But some time afterward she actually went to the hospital. She sent for a representative and opened negotiations.

"You got me at last," she said. "I'll sell you those trees."

A truce was suggested. "No, no!" she cried in alarm. "I've counted on you to pay the nurse and the hospital." propped up in bed, she was initiated into the Order of the Little Red Voucher-and we have since lived happy ever after.

The push that sends a deal across may be a good story or a chance quip. "When I gives a promise," said the councilman in a certain city, "I reserves the right to change my mind." His vote was desper-

ately needed for the repeal of an ordinance. "Why not change it now?" was suggested. For no other reason, apparently, than to be contrary, he did, and the day was saved.

An appeal to public spirit may be the open sesame. There must be a chord resonant somewhere to shatter the walls of Jericho so that phan-

tom and duct, repeater and conductor may come trooping in; so that soft voices may call "Hello" and offer you the world at vour elbow.

The chance anecdotes I have recounted are matters of relatively trifling moment. Deals involving heavy outlay; dealers who strut more in the world's limelight, do not fundamentally differ and are decidedly



Two Plant superintendents and a Legal representative



geous sunset; or, if you don't care for sun-

sets, you may revel in moonshine. The new cable line that will shortly outline itself against the landscape must have its rights-of-way, its approvals, its franchises. In its wake will follow claims as well as public service. Before a Public Utility Commission passes on rates as compensation for that service a probate court will probably pass on compensation to objecting property owners in appropriation suits. And such costs, together with repeater

> station sites, personal injury suits, compensation claims approved by Industrial Commissions, may all be part of the basis on which the rate structure will rest.

> Many railroads will demand agreements for the privilege of crossing their lands. The acceptance or modification of some of the clauses of the agreement may potentially

amount to a sum in excess of the right-ofway cost for 50 miles. Many power companies will have requests that our route be free from encroachment.

The brush that is burned of a tree that blocks the route will not be ashes without first a reference to statutes defining the jurisdiction of the fire marshal. The weight of the fleet of trucks that drew the labor

and material must tally with the divergent demands of differing highway jurisdictions. These and manyother items you may seek and find in "Referred to the Legal Department.



Your knees thump, "Good night! It's Mr. Hyde.



All because a repairman had loosened the fence

not harder to cope with. It is

not so much the

situation you are handling as

the individual

with whom you have to deal.

the commence-

ment of a project and its

final completion

Between

IONG JINES APRIL, 1923

And with this reference we necessarily come to consider our relations with those individuals with whom we stand or fall, our associates in Long Lines. Take the engineers to start with. Most things start with them anyhow. Whether they originate in the O. & E., the L. L. E., the Plant or any other alphabetical subdivisions, life would be dull without the engineers.

They descend upon us from anywhere and everywhere and nowhere. They will draw 10 deductions if furnished 100 details. Impatient at times they are with worldly interference with their orderly processes of thought; hardworking and primarily responsible for undreamed of development; experts in interference cases. Worried over the alleged decadence of the law as an exact science, they woo sleep without the bat of an eyelash at thoughts of relativity. May their tribe increase!

Our friends of the Plant are our daily dozen. There are days when wrath descends because we cannot furnish on a platter the head of some conscientious objector who doesn't know the war is over and who has committed that crime of crimes "holding up a gang." There are days that have dawned roseate and bright. And then an interrogation point darkened the door with a query as to the right of a chiropractor to sign a death certificate in Nebraska; and "if so, what was the rule in the rest of the states?"

As with chiropractors, so with automobiles, highway clearances, general legal advice as to the interpretation to be applied to various phases of the daily grist; this last a terrific time consumer, but one of the functions and a vital one. And again there are nights when two Plant superintendents and a Legal representative have slumbered in the same bed, so thick was the entente cordiale. Slumbered—not slept.

Sympathetic co-operation is a wonderful help. Care in construction or routine maintenance certainly will help that surplus which the farmers often ask about when the price for privilege does not meet their views. The contented cow chewing its cud, or the corn or whatever a cow chews, may turn up in a jury room in the person of an irate farmer who would like nothing better than to lambast a telephone company. And all because a repairman—since turned statesman, maybe—had loosened the fence, letting Bossy out to roam the roads.

Our work may be heightened or lessened by the actions of the least of the employees. Reputation for being "white," and not the magnitude or nature of our proposition, may determine the time limit on negotiations.

In the nature of things there are less calls for action from the Traffic and Commercial Departments. As long as the Commercial persists in collecting 99 per cent., or better, of contract bills, the field squads of the two departments must let acquaintance ripen into friendship partially at least via golf or radiomania or such other simple pleasures open to those who have not inherited wealth.

Similarly the Traffic. Frequently we meet them over the consultation table and talk labor laws, employment statutes, maybe the discontinuance of a station or the wail of a subscriber who failed of a midnight special rate call and seeks to live in luxury thereafter on the resultant damages. If consultation table talk will not furnish sufficient opportunity for the exchange of ideas, the green baize table might be helpful in cementing closer association. The Traffic excel at both and we pledge them full co-operation for the future.

It is questionable if there is another industry or organization where such general good feeling exists as in the Long Lines. It is the brightest page in the story. Possibly our easy means of intercommunication contributes to this, but fundamentally it is the type of man the Long Lines Department attracts and holds—and holds.

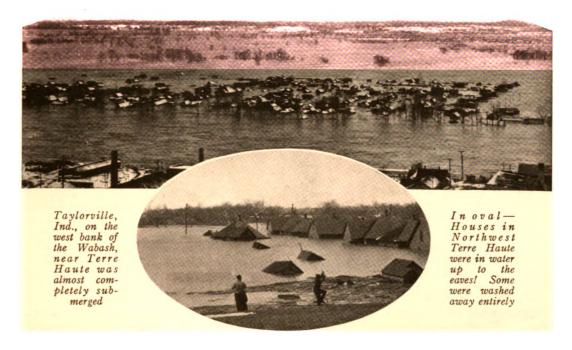
We are supposed to have the answer up our sleeve. Supposed, anyhow.

It's a great life if you don't weaken. You may awake sitting on top of the world. The spring robins are arriving a month beforehand and you are drawing a full month's salary for 28 days' work counting Sundays and holidays. You are invincible.

You step into a mahogany sanctorum mumbling one of Dr. Coue's formulas, "I'll get this bird; I've got this bird." With the help of the Company's prestige as engraven on your card you reach the sanctum. You can afford to be pleasant to the intended

victim.

Blithely you chirp a greeting. But as your lips frame the conventional "Good morning, Dr. Jekyll," you glimpse his scowl and your heart, and maybe your knees thump, "Good night! It's Mr. Hyde!"



That 1913 Disaster

Tenth Anniversary of Tornado and Flood in Central States Prompts S. J. Ewald, District Plant Superintendent, Indianapolis, to Sketch a Few Outstanding Memories

HILE Long Lines is in a reminiscent mood, it is possible that the old timers and some of the new timers will be interested in recalling the flood of 1913, which covered the states of Illinois, Indiana and Ohio. The month of March was the tenth anniversary of this disastrous occasion. It started on Easter Sunday, March 23, with a tornado which, after almost wiping out the residence section of Omaha, Neb., made a long jump into Illinois, destroying our Pittsburgh-St. Louis line just west of Terre Haute. Then, skipping into Terre Haute, it wrecked the whole south section of the city, killing 18 people and blowing out a section of the Terre Haute-Nashville line.

Going on east from Terre Haute, it paid a visit to one or two smaller towns, taking out more of the Pittsburgh-St. Louis line. Apparently the cyclone brought with it all the clouds and moisture that surrounded this good old earth, for it started to rain and rained continuously Sunday, Monday and Tuesday over the entire states of Illinois, Indiana and Ohio, and by Tuesday afternoon, March 25, Fall Creek in Indianapolis was taking a short cut down 30th Street. For a while it looked bad for the batteries in the Indianapolis test station at 30th and New Jersey Streets. That night the Meridian Street bridge collapsed.

At this stage everything started to happen at once. The White River at Indianapolis was covering the western part of the town. The Wabash at Terre Haute was up to the second stories in Taylorville and West Terre Haute. The Miami at Dayton was 10 feet deep in the main streets of that city. Columbus, O., Zanesville, O., Lima, Sydney, Portsmouth, Hamilton and a hundred other towns were badly flooded and at practically every river and creek crossing our lines were washed out.

When Wind and





Above—A swath cut by the wind in Dayton. At left — North Meridian Street bridge, in Indianapolis

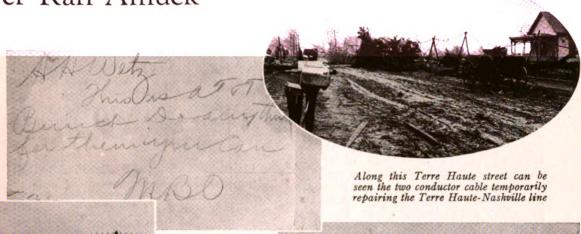


Above — Car tracks along the Maumee - Cincinnati line were set up on edge and turned completely over

Upper right—
Flotsam and jetsam left by the receding waters in Miamisburg, O. At right—
Huge bites were taken out of the concrete road near Meridian Street bridge, Indianapolis



River Ran Amuck



Above—A pass enabling our men togowherever they were needed. At right — Damp traveling in West Terre Haute



Above'— The water rose and covered the top arms of these poles of the Louisville-Bloomington line



Upperleft—This calaract along our Pittsburgh-St. Lowis line brought the water a foot over the fourth gain of the associated company's cable. At left—There was a washout at Hazleton, Ind.

By Wednesday morning, out of 120 circuits entering the Indianapolis station, we had only 6 and before Wednesday night we had only one very wabbly circuit into Chicago. Railroad service operating in the flooded portions of the three states was entirely stopped, due to culverts and bridges washed away. Calls for relief from all the towns affected were being received by the relief headquarters, which were hastily formed in the main cities. Hoosiers and Buckeyes still question whether there was ever a more general or disastrous flood covering such a large area of civilized country since Noah had his wet spell.

The greatest property damage at any single point caused by this flood was probably at Dayton, where the water reached a depth of 14 feet throughout the business section of the city. In addition to the flood, several large buildings in the town caught fire and reports received over the only circuit working between Phoneton and Dayton were to the effect that the town was burning and that those unfortunate people in the flooded district would have to take their choice between drowning or burning to death. But it rained some more and put out the fire—and that was about the only good the rain did.

٥

As is always the case in such disasters, the telephone people did heroic work in re-establishing communication. As fast as circuits were made good, they were turned over to the various state relief bodies for their use. One of the amusing incidents which came up during all of this trouble and distress occurred when Chief Equipment Man Anderson at Phoneton, who had been working with the State militia in providing relief, requested Colonel Vollrath of the Ohio National Guard for some men to assist in getting a circuit across the Mad River into Dayton. "Sure," said the Colonel. "How many men do you want—10, 15, 20? You can have the whole dam' army if you want it." This simply indicates how solid the Long Lines outfit was with those in charge of the relief work.

Heroes we had by the dozen and the fellows in the Terre Haute, Indianapolis, Phoneton and Cincinnati testrooms played their parts right along with the outside forces, and the latter were assisted by clerks, equipment men and technical people. Gangs from all the adjoining divisions were called in and the co-operation received

from the associated companies and the Western Electric Company was invaluable.

We also like to recall that right in the thick of all this trouble T. G. Miller arrived in Chicago to become our new Division Plant Superintendent, (he certainly had a wet reception!) and the word we received from him just before the last circuit to Chicago failed was to go the limit and that anything we did to restore service would be O.K. We went the limit.

Φ

Linemen Torrey and Kalb waited at Clinton, Ind., with boats and cable ready to restore the Terre Haute-Chicago line as soon as the water fell below the second crossarm. The first pair was made good at 1 p. m., March 29, and required 1,500 feet of emergency cable laid in 18 feet of water. Considering the amount of drift running and the swift current this was, to say the least, a dangerous task.

Fall Creek started to overflow and covered an area of residential section of Indianapolis 10 to 12 blocks wide and several miles long. The Long Lines test and operating station was in this section. At 10 p. m. our doors were banked and sewers plugged, and windows were used for ingress and egress. The operators were carried to houses on higher ground by men of the Plant Department who wore rubber hip boots.

Our LaFayette, Ind., section lineman, R. L. Miller, at the risk of his life crawled out on top of the wires for four sections of lines to reach the break in the Chicago line. He got to the H fixture on the north side of the river and, with the current flowing at a terrific speed beneath him, cut the steel span wires on the second arm, clearing 10 wires from Indianapolis to Chicago. . . . We lost the line again, due to the river span being completely submerged. On the morning of the 26th, two miles of poles were under water. Not even the tops of the poles that remained standing could be seen.

Lineman Edward Čarey, stationed at Zanesville, was, with his family, taken from the second story of his home by boat. A short time after a large house floated against his home, moving it from its foundation and tearing half of it away. Placing his family in a place of safety Ed Carey for the next few days was in charge of a gang working hard to restore service at the breaks in Zanesville and north of there. Personal affairs could be arranged later.



The Bell Telephone System, showing territories of the associated operating companies divided by solid lines. The broken lines indicate state and corporate boundaries

THE CHIEF ISSUES

Excerpts From the Annual Report of the A. T. and T. Company, a Document With Which All of Us Should Be Familiar

HE year 1922 was marked by steady accomplishments in the Bell System's undertakings, and by a sensational increase in the demand for telephone service. This was caused largely by the fact that telephone rates have not advanced in ratio with individual incomes and many more people than before can afford to have the service. The demand has also been increased by movements of population, some of which could not be foreseen.

There is now one Bell telephone station to each eight of the total population of the United States, as compared to one station to each 13 of the population ten years ago, and to each 90 of the population in 1900.

At the end of 1922 the number of stations connected with the Bell System in the United States was 14,050,565, of which 9,514,813 were owned by the Associated Companies of the Bell System and 4,535,752 by local, co-operative and rural independent companies or associations having

sub-license or connection contracts—that is, the so-called connecting companies.

The United States is now served by approximately 10,200 separate telephone companies, including the 26 companies associated in the Bell System and 9,261 whose stations are connected with the Bell System.

There are also a large number of lines and associations operated mainly on a mutual or co-operative basis and not rated as companies. Of this group 27,000 are connected with the Bell System.

Almost a quarter of a million employees were in the service of the Bell System at the end of the year—243,053, to be exact. This total, compared with the number on December 31, 1921, shows an increase of 18,765. The increase is composed almost entirely of Plant and Traffic employees, reflecting the effort made by the companies to meet increased demands for service with accompanying requirements of additional facilities.

Of all American corporations, ours is now first in the number of holders of its stock; and of the 248,925 stockholders of record, approximately 46,-700 are employees of the Bell System. In addition to this, over 94,-000 employees of Bell Companies and their subsidiaries are now paying for stock under the plan dated May 1, 1921.

The average number of shares held ten years ago was 66. Today it is 28. As shown graphically in an accompanying illustration ap-

proximately four-fifths of the stockholders own from one to twenty-five shares.

The investment of the System in plant and equipment, including construction in progress, as carried on the books of the companies on December 31, 1922, aggregated \$1,758,000,000, but the true value of the investment is much greater than its book cost.

In this connection, it is conservatively estimated that the equity represented by the stock of the A. T. and T. Company equals approximately \$190 per share.

The speed and accuracy of establishing desired connections was better than in previous years; and in the toll service there was a marked improvement. Transmission standards were maintained and in many cases improvements were made over the results of previous years.

In the faithful reproduction of human speech at a distance, so that the person listening may understand with ease, so that the speech transmitted may be of proper volume and without distortion, our engineers and scientists have achieved what

And Don't Forget—

THE country we serve differs from any other in the world. It covers an immense area, and but one language comparatively free from dialects is generally spoken. Family, social and commercial interests are widespread. They are not bounded by city, county or state lines, and not entirely by the boundaries of the nation. Telephone service to be satisfactory can be limited by no narrower boundaries.

The function of the institution is to give service. Its policy is to subordinate all other considerations to giving satisfactory service.

When money is paid for a continuing service evidence is wanted, by the conduct of the servant, of willingness to serve and a desire to please. A really satisfactory service, therefore, must, besides being a technically good service, include that intangible quality which we call "the spirit of service."

seemed to be the impossible. On the through lines distance has been eliminated. There is practically little difference to the listener whether the speech comes from the next room or across the continent.

During the year there were added to the System by new construction and extension, a total of 586,000 stations, the largest number of stations ever added in any one year. Large as this figure is, the construction work required to

connect them was made even greater by the fact that these stations were not uniformly distributed over the System.

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There are now in service approximately 2,100 miles of long distance toll cables connecting the Atlantic seaboard cities from Boston to Washington, with an arm extending west to Pittsburgh which will be extended this year through Youngstown to Cleveland and later extended through Toledo to Chicago.

The use of cables has presented most formidable scientific problems. When first introduced, less than half a mile of cable in a circuit was enough to seriously interfere with conversation between city and suburbs. But by continued effort the range of possible use of cable has been greatly increased until by 1920 conversation was possible through 2,000 miles of cable.

The work of the past year developed methods which will make conversation scientifically possible through 3,000 miles of cable equal in all respects to a conversation from one room to another in the same building.

Studies and experiments in wireless telephony were continued. They were

directed toward learning more about the laws governing various conditions of the ether as a medium of communication, and in developing better methods of transmitting and receiving. New methods have been devised for measuring accurately the currents transmitted by radio and the intensity of so-called static disturbances.

It is in the expectation that ultimately by national and international control, interference will be obviated and that by co-operation other problems having international aspects may be at least partially solved, that these studies are being continued. Experiments in wireless telephony as an additional agency of intercommunication are therefore under present conditions of a scientific rather than of a commercial value.

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For the most part, the public service commissions have frankly faced the facts and have fairly discharged their duty under the law, with the result that in the great majority of instances telephone rates have been placed on a level approximately fair to the companies and certainly not unfair to the subscribers.

The task of disseminating information about Bell System securities, especially to telephone users, and of aiding to secure a more widely distributed ownership of securities has been actively pursued.

The further distribution of the stock of the American Company and the preferred stock of four associated companies has not only increased the number of people financially interested in the Bell System and developed a better understanding of its problems, but has contributed to the promotion of thrift and the habit and

knowledge of sound investments.

At the end of the Benefit Fund's tenth year there were 563 employees on the pension rolls. The number of cases of sickness among employees eligible to benefits under the plan was 32,185, an increase of 8,023 cases over 1921. The number of accidents per 1,000 employees involving disability of one day or more was decreased by more than 15 per cent. Dependent relatives of 246 employees received death benefits. The total amount of payments from the fund during the year was \$4,371,208.

The activities of the employee representation plans are proving to be more far-reaching than was anticipated.

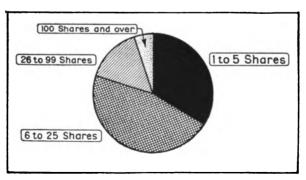
The primary purposes of the plans were to provide the machinery for establishing a better acquaintance and more sympathetic understanding between the management and the other employees; and to afford ready opportunity for individuals or groups to discuss with the management any policy or practice which directly or indirectly affected the employee, his relations to the company or the conditions under which he performed his work.

Experience has demonstrated that the plans have in the main served admirably to meet these purposes. But the activities of these joint committees are rapidly broadening into new fields of constructive effort, and not only the joint committees but the various employee organizations and special employee committees are continually making new and valuable contributions in the operation of the business.

There is not only a steadily growing interest on the part of the individual employee in the technique of his own special work and its relation to the work of his associates, but there is generally on the part of all employees a notably increasing appreciation of their responsibility to the public and of the fact that they are representatives of and spokesmen for the com-

panies of which they are an important part.

Already it is evident that employee representation can contribute as much to the success of the operating performance of the organization as it has contributed to its public relations and morale.



Distribution of stockholders by size of holdings

"Copper Wire John" Clears a Cross

How One of Our Veterans Solved a Puzzle Before the Days of Instruction Manuals

N the second page of the A. T. and T. Company's annual report for 1922, writes the New Haven, Conn., District Plant Superintendent, the following items appear:

1876—First conversation by overhead line, two miles, Boston to Cambridge. 1880—Conversation by overhead wire 45 miles, Boston to Providence. 1884—Conversation by overhead line 235 miles, Boston to New York.

We have at present in District 12 an employee who worked on all three of these lines—John E. Belcher, otherwise known as "Copper Wire John." Naturally, he knows a number of interesting stories about the early days of the telephone game, but it is rather difficult to get him to put these stories on paper. I have succeeded, however, in getting him to dictate the short story which follows:

"At Providence, R. I., in the spring of 1884, while I was working for the A. T. and T. Company as lineman, Charlie Fuller (now General Commercial Representative, New York) was operator. As I came into his office about seven o'clock in the morning, Charlie said to me, 'John, Boston says the copper wires are crossed east of Red Bridge; give us a test at Red Bridge, will you?'

"So I went to Red Bridge on the east side and called in through the cable to Providence. Got Providence o.k. and then started toward Attleboro. Followed the line as far as Ten Mile River and there I saw my trouble and I cursed loud and long.

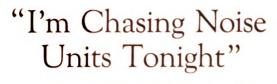
"The wires were about 25 to 30 feet away from the railroad bridge and I should say the bridge must have been 25 feet or more from the water. Somebody in fishing on the bridge had thrown a line that went over the coppers and in pulling back had wound it round and round more than a half a dozen times, and then pulled and broke the string.

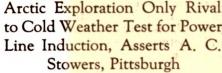
"If I went up the pole and cut the wires down they would go into the river and I would have to go over the other side and haul them back and cut off the string, then take them up the bank, over the bridge and down the bank to the other pole.

"We had no sleeves, no comealongs, no splicing tools in those days. When we made a splice on the copper wires we had to use 18 wire, wrap the wire together and solder it before we could let go. That meant that I had four to make.

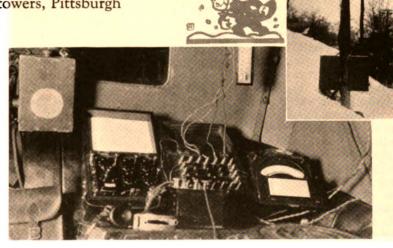
"I sat down on the bridge and looked at that cross a few minutes. Then I took a hatchet out of my bag and went down the railroad bank to a lot of alders. I cut four or five, trimmed them up, tied them in lengths and went to a house down the road where I borrowed a dust cloth from a woman and she put a little kerosene oil on it for me.

"I went back, took my pole and rag up to the bridge and tied the end of the rag to the pole, then lit the rag and began paying out on the pole. I could just barely reach the string that was hanging down. I set that afire. Then I sat and watched the string burn. In a few minutes the wires parted and went back to their normal positions."





"Sea - going testboard." Two a.m. flashlight shows testing apparatus assembled on rear seat of touring car. Insert — Switchboxes on pole 1679, Erie - New Castle line, hung just above the surface of the snow



THE hotel lobby is deserted save for the sleepy night clerk, who listens wearily to the sad tale of Joe, the colored porter, as he describes his home in the Sunny South, where cotton blooms the year 'round and, "Ah nevah knowed how to shiver 'cept from fear 'til ah landed in dis yere town. The wind shrieks outside and a gust of frigid air from Lake Erie's icy waters sweeps the lobby as a belated traveler enters, drops his grips, and makes the sizzling radiator in two jumps, where he proceeds to absorb heat and emit highly uncomplimentary remarks, which makes Joe smile. Misery loves company and seldom finds it at 1 a. m.

The elevator bell rings. Joe's smile changes to a frown as he bangs the iron door shut and disappears skyward. On the third floor we greet him with sleepy yawns, totally disregarding his mute appeal as to what in the Sam Hill we are up to.

As we emerge in the lobby, clad in army breeches, galoshes, wool caps and sweaters, and armed with boxes, suitcases, safety belts, etc., the night clerk takes one look, discards his sleepy feeling for one totally different, and prepares to hand over the

contents of the cash register on demand.

No such demand is made, however, and Dave, our faithful driver, disappears into the bitter cold after our sea-going test-board. The rest of us slump down into the soft chairs of the lobby for what little rest we can get until his return. In a few minutes he reappears and the four of us—Murray Lehman, Technical Employee; Vance Crossland, Lineman; Dave Mahan, Chauffeur Extraordinary; and myself, Involuntary Spectator—pile into the car, nail down the side curtains and prepare for the worst, leaving Joe and friend clerk to wonder.

A short stop at the Greasy Spoon quick lunch, where coffee and doughnuts put a little pep into the gathering. Then off again in the snow and wind, leaving the cop on the corner wondering why he didn't lock us all up for our own good.

Out through the suburbs we roll, making good time on the deserted streets. Finally the houses dwindle down to only one or two at a time, dimly discernible against the dark sky. All are dark except one. As we pass the test station we see a light: Harry Chase out counting his chickens, maybe.

ONG INES APRIL, 1928

Suddenly Dave steps on the brake and after I've pulled my face off the windshield I see we are on a dirt road, if there's any road there at all. Ahead, the spotlight glistens on the snow and we see the tracks of the faithful flivver carrying the lineman who left hours before to be at the other end of the 16-mile section of line we are going to test when we arrive at our end. We pull the blankets up over us and get set as comfortably as possible, for we have 12 miles of this corrugated road to travel.

A farm house appears on the right. A dog barks dismally. All is silent again, save for the steady beat of the motor and the crunching of the wheels. Another farmhouse, another dog, and then more silent darkness. Once we pull off to one side while a farm wagon passes, the wheels screeching against the cold snow. You know how it

sounds—good for the nerves.

An hour or so of driving and finally the spotlight picks out, far ahead, the large gray boxes hanging on the pole which is our destination. Gradually they creep nearer and nearer and finally we halt along-side the test pole.

Back go the side curtains and in comes the wind. Vance straps on his hooks and prepares to face the wintry blasts on top of the pole. Lehman gets busy on the test

set.

"Hello, are you waiting? Hello, Erie, ring back on Pittsburgh, please. Hello, Pittsburgh RX. Give me your wire chief, please. Hello, Bennett — Lehman at 1204, Erie-New Castle line. Get your Morse off this line and let me know when it's clear. I'm chasing noise units tonight. Make it snappy. It's colder'n blue blazes out here."

Silence for a few minutes. Bennett's silvery voice comes floating from afar: "All right, ol' kid. Go ahead. Have everything regular by seven bells, and keep in out of the hot sun."

Then we start to work.

I should explain at this point that in order to make noise tests, it is generally necessary to completely isolate the section of line to be tested in order to eliminate

possibilities of noise from other sections of the same line from creeping in. This necessitates opening all wires at each end of the section to be tested.

Of course the circuits on this section of line cannot be used for commercial purposes while the tests are being made. This explains why it is necessary to do this work between the hours of 2 and 7 a. m., when Traffic can spare the circuits. The tests are made to determine the amount of noise induced in the telephone circuits by one or more paralleling power circuits and it is usually necessary to have the power circuits de-energized. This can ordinarily be done only in the wee sma' hours of the morning.

After receiving permission from Bennett to open the line, we proceed to get in touch with the man on the other end of the section to be tested, in this case Chauncy Strohl, veteran lineman from Meadville, Pa. "Hello Chauncy, open up and let's go." Chauncy replies, "All right, We're off."

Tests are then made to determine the condition of insulation and balance on the telephone circuits, in order that we may be certain that our own plant is in A-1 condition, and that any noise which we may experience is coming from some outside source. Insulation resistance lower

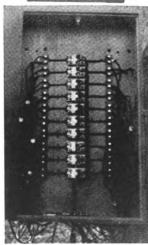
than the average may be found on the wires due to the presence of wet snow or rain. Or transposition errors may cause an unbalance. These would tend in themselves to make our circuits temporarily noisy, exclusive of any noise that might be caused by paralleling power circuits.

If any of these conditions are found to exist, reliable tests cannot be made until they are corrected. For two nights previous to the night I am describing it was necessary to discontinue our testing work because of a wet snow which lowered the insulation to an extent that would make the results of such tests unreliable.

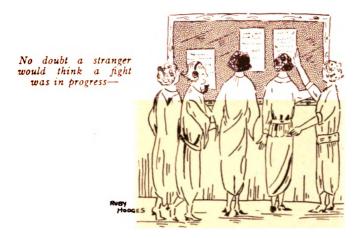
On this particular night conditions on our own circuits were found to be thoroughly satisfactory. We

(Continued on page 22)





Interior of switchboxes used in terminating line wires to facilitate testing of phantom groups



—the way we push and scramble around the bulletin board

ON WITH VACATIONS!

In the Spring a young man's fancy lightly turns to thoughts of love. So they say. But we ladies, who have those worries every day in the year, now have quite a different story to tell, 'cause just the minute old Sol shows his smiling face, and the calendar says it's Spring, we get busy, working and planning for—

Vacations! Don't you just love 'em? Why, the very word sends a thrill up and down my spine! When your best buddy comes up and says, "Well, old pal, where are we going this year?" don't you get all excited and flustrated and right away consult your bank book to see just how many pennies you will be able to spare toward it? I'll say you do.

What an anxious time we spend watching for the vacation schedule to make its appearance. If a stranger should happen in the day it is posted, no doubt he would think a fight was in progress, the way we push and scramble, crowded ten deep around the bulletin board, to get a peep at it.

Then come the familiar strains of "Mary, will you change with me?"; "I didn't want July. I wanted August." Soon that popular air is ended and we tune up to "Say, where are you going this year?" Then starts the comparing of notes and endless discussions. Finally you hit upon the spot where for 14 whole days from sunrise 'til the wee small hours of the morning you can do as you please, without the old alarm clock broadcasting the rising hour each day, calling you to duty. Oh, Boy! Ain't it a grand an' glorious feeling?

The last two or three days before the time to start are the hardest of all. The face begins to show that strained expression, and the mind begins to wander. But all things come to her who waits, and finally the red-letter day is here.

How joyously we grab our vacation advances, rush to the ticket office for the yard of ticket, board a street car and beat it for home with a smile that reaches from ear to ear. On come our traveling clothes and soon, all spick and span, we arrive at the depot to spend an hour or so pacing up and down waiting for train time.

After an almost endless delay we finally get settled in the Pullman and open our magazines. With an "All aboard!" we are off—off to the land of pleasure and rest. I say "rest" although very few really do.

Doesn't that two weeks seem to have wings? How quickly it flies! Why, we hardly get there before we meet ourselves coming back, although we don't look like the same person. No, not a-tall.

The campers are sunburned, freckled, chigger-eaten, and otherwise all cut up. But it sure was worth it, wasn't it, fellow-sufferers? Those sight-seers—well, all I can say is, they are sights to behold. Each vows she will never take another vacation like that. "No, siree! The country for me next year."

But whether we go camping, sightseeing, or stay at home, those two weeks are the most looked-forward-to in the year for us telephone folks. So let's give three cheers: "Rah! Rah! Rah! On with VACATIONS!"—R. G. H., Louisville.



Sam Fones, of Buffalo

By Miss Flora E. Wands

ANFORD M. FONES, of Buffalo, New York, entered the employ of the A. T. and T. Company at New York as a testboard man in September, 1897. Among those associated with him was Ashbel Green, jr., the wire chief in charge of the New York testroom. At that time the testroom was located on the seventh floor of the 18 Cortlandt Street building. The force consisted of four men, three of whom worked on the testboard and one on the "Z" board, Many changes have occurred in the organization since then. Mr. Fones has grown, in experience, if not in size. He is now one of the well known Long Lines men, and is familiar through the length and breadth of the department as "Sam."

For the next seven years, he was busily engaged in absorbing all the knowledge he could in the New York office. It was during that time that he started the foundation upon which his well-rounded telephone and telegraph experience has been built.

December 21, 1904, found S. M. Fones wire chief in charge of the Buffalo test-room, located in the old Triangle Street building, South Buffalo. The following two years he spent acquainting himself with Buffalo and adding to his already wide circle of friends. W. D. Staples, Assistant to Director F. A. Stevenson, was manager of the Buffalo office at that time.

From Buffalo, Mr. Fones was transferred to Onondaga Valley, in 1906, to fill a similar position in the Valley testroom,

located on East Seneca Street, East Onondaga, N. Y. As the Valley office had outgrown its quarters, a two-story brick building was erected at the corner of Midland Avenue and Seneca Street, into which Mr. Fones and his staff of workers moved, together with the Traffic Department. It is known as Syracuse Rx.

Affairs are never long at a standstill in a growing organization, however. About this time a reorganization of the Company resulted in the establishment of District 15, which comprised the territory in the central part of New York State, with head-quarters at Onondaga Valley, and the appointment of Mr. Fones as the new district plant chief.

He felt his new responsibilities keenly. Realizing the serious tree interference throughout the territory under his jurisdiction, he determined to eliminate it as far as was humanly possible. He proceeded to accomplish this with characteristic energy. At the end of the first year under his supervision, records show that remarkable strides had been made toward the goal he had set. The second year saw him achieve his objective. Throughout District 15, tree interference was reduced to a minimum.

From time to time he found it imperative to make line changes. This made necessary frequent consultations with a very good friend in regard to securing rights-of-way for the various changes. The consultations became so frequent, in fact, that the friend before very long expressed himself, "I wish Sam had all the lines on a wheelbarrow, so he could move them around from place to place." But the lines moved.

Doubtless many have heard about the famous field day picnics enjoyed at the Valley, back in the good old shirt waist and skirt era. These events were carried forward to success under the supervision of Mr. Fones and with the splendid, loyal cooperation of the Valley Traffic Department. Many throughout the Bell system participated in one or another of the picnics, and all will recall the tennis tournaments, games, races and, last but by no means least, the eats, which all helped strengthen the bonds of fellowship among the participants.

In March, 1918, a reorganization and consolidation of Districts 15 and 16, with headquarters at 44 Church Street, Buffalo, transferred Mr. Fones and his district office force to that city, placing him in charge of Outside Plant, Technical, District 16, in which position he is actively and efficiently engaged.

It is the spirit of accomplishment, whether in tree cutting or in the prompt restoration of service during a line break, which has marked the work of S. M. Fones as distinctive in a calling noteworthy for that characteristic.

For Old Times' Sake

The following letter to W. F. Norris, Div. Supt. of Line Construction, New York, will show how strong a friendship is created among the members of our line construction gangs and the interest they take in the Company's affairs, not only while with us, but also after they leave our service:

"I just received my Annual Report from the Directors and after reading it I wondered if there was any way I could get a copy each month of our magazine, Long Lines.

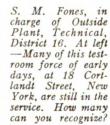
"Ever since I left the service of the A. T. and T. Company I have missed many good friends, and *Long Lines*, very much. Perhaps there isn't any way that it could be brought about, but I thought there would be no harm in writing to you.

"After being out on the road for five years and better with an outfit of the whitest boys that ever lived, it is pretty tough to settle down in a—well, you might call it a 'tank' town.

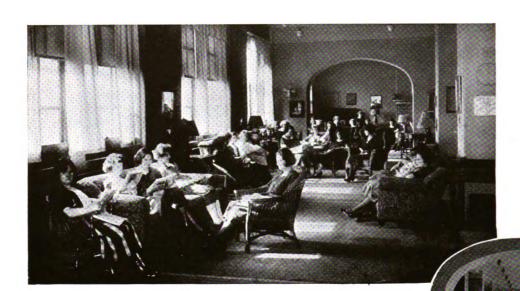
"I still have my shares of stock I purchased while out with the boys and you can bet I will keep them. Every time I receive any notices, etc., it reminds me of the good old days.

"Will you give my best regards to any of the boys I knew and if I ever get into New York I will drop in."—R. D. Neighbour.





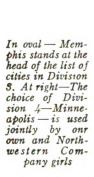


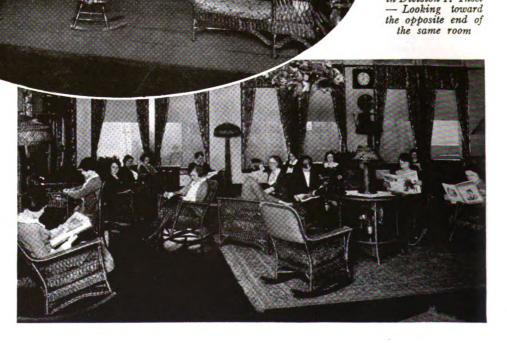


Between the of the

Showing our Train Time Out in What Headquarters Ca Looking Re

Upper left — New York's rest room, at 24 Walker Street, received first place in Division 1. Inset





the Halves Game

Inffic Girls Taking
That Each Division
Calls "Our Best
Hest Room"



Upper right—Cleveland was selected but "All in Div. 6 are about equal," says the accompanying letter. Inset— A corner of the same room



In oval—Kansas City, the choice of Div. 5, is shared with Southwestern and Kansas City Company girls At left—Philadelphia is awarded first place among the Division 2 cities

"I'm Chasing Noise Units"

(Continued from page 16)

proceeded to work, which was measuring the amount of noise on the telephone circuits by comparing it with a buzzer arrangement which emits a noise that may be varied in intensity to approximate the amount of noise on the circuits tested. This instrument is calibrated so that we are able to read the amount of noise, or units of noise, being emitted by it and thus obtain a measurement of the noise existing on the telephone circuit. By adjusting this instrument a certain amount, or "units," of noise will be emitted. Hence the expression "noise units."

We found all circuits, both physicals and phantoms, to be quite noisy. After all circuits had been tested we called the power house which supplied the 33,000 volt line which parallels the 16-mile section which we were testing and requested that it be de-energized if possible for about a half hour. This was done and we then made noise measurements with the power line dead, and found the telephone circuits to be practically free of noise, showing that the previous noisy condition was undoubt-

edly caused by the paralleling power line.

The switchboxes are wired so that the circuits on the pole may be opened or closed by throwing switches. They also enable the wires to be switched to the testing apparatus, a phantom group at a time. The flashlight, taken at 2 a. m. shows the testing apparatus set up on the rear seat of the touring car used on this trip. In the foreground can be seen the top of the oil heater which is a valuable part of the outfit. I would suggest that the scientists who are searching for a means of producing light without heat investigate this heater. It gave a yellow flame which was very bright, but surprisingly lacking in heating qualities.

Having completed our tests we called the power house to tell the operator he might energize the power circuit again, put all wires regular on our line and called Bennett at the Pittsburgh testboard to turn over the line to Traffic. After climbing up and down the test pole for an hour while we tested with Bennett to find the cause of a 2-ohm unbalance on one circuit we packed up our instruments and wended our weary way homeward as the sun rose slowly in the East, furnishing us with more light without heat.

LET'S WALK

ROLLEY CARS, motor buses, automobiles and the other modern conveyances are fast making people forget that legs really can propel you over the ground at a very satisfactory rate of speed. Most people, when they do indulge in a little pedal dissipation, now have to visit some kind of a foot doctor to get adjusted and readjusted.

Walking is real exercise. To saunter along the street and lounge through a department store is the most fatiguing thing a person can do. But to walk along the highway, head up, shoulders back and arms swinging, makes the yards and quarter miles go past with surprising speed. Walking in this manner can bring into play practically every muscle of the body and so educate and compress the internal organs that they will be forced to function in something like their normal fashion.

It is much more delightful, of course, to walk along the countryside than on city pavements. But even city walking can be made enjoyable. Learn how to do it. Get the sense of well-being that comes with an early morning walk across the bridge or down the avenue and, likewise, the pleasant anticipation that accompanies the walk home from business with the thought of satisfying a splendid appetite at the evening meal.

You don't have to walk all the way home or all the way to business. Ride part of the way, if you must, and walk the remainder. You will find your ability to walk without fatigue increasing day by day. You will feel your muscles growing harder. And you will notice those undistributed portions of fat gradually disappearing and arranging themselves over your body in a manner that will come much nearer meeting with your own and others' approval.

Medical Director



Some camps were made beside rivers

SOUNDS FUNNY NOW

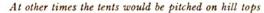
F. M. Linson, Chicago, Admits Things Have Changed Since Nomad Days

HE articles in Long Lines by A. S. Campbell started me looking backward to the early days when I was working directly under Mr. Campbell, then General Superintendent of Construction. I believe he was the last man with any of the great wire companies to hold that title, with all that the name signifies.

He took me from the actual construction end of the game and for a considerable time had me buying poles, sometimes assisting C. A. Case, one of the old pole buyers. I had a small gang of men to cut the poles or to assist the men from

whom they were purchased. I have bought quantities of chestnut poles along the lines being built, at 25 cents apiece. Sounds funny now, when it takes a pocket full of money to buy a load of any kind of timber. But this is a fact to which any of the old timers can testify, having often done it themselves.

About this time, and for years previous, men were boarded along the lines in the country for 75 cents a day including lodging, and often for much less than that. Also in those days it was ten hours of actual work for the men. Frequently the ten hours were stretched out considerably,







especially if there were a few bad pole holes to be filled, or if there had been a wire run started late.

No one ever thought of overtime then. Holidays were few and far between. Some contrast to the present time, with the shorter working hours, frequent holidays, comfortable conveyances to ride to and from work, and vacations. In the old days we walked between the boarding houses and the work, often three or four miles, sometimes more.

One of the very important spokes in the construction gang was the locator. He had to be a man of quick judgment and a hustler, for if the locating came to a standstill, the whole organization would be idle.

Later on, when we organized camping outfits, the cook and commissary man were important units in the organization. It was the business of the latter to keep the supplies moving between the source of supply (usually the nearest railroad station) and the camp.

Reverting to pole cutting, an amusing incident comes to mind, though at the time it was somewhat serious. Some poles had been bought from a farmer who was to cut them, while I furnished a man to assist him and inspect the timber. The farmer had two giant sons who were strong physically but weak mentally. One day while the farmer was absent for a few minutes, some dispute arose between the boys, when one of them grabbed an axe and chased the other up a tree.

As he could not reach the fellow in the tree he started to chop it down. Gus, my inspector, remonstrated with him and he

then turned on Gus, who took to another tree. The fellow again started to cut the first tree down. Just as it fell the father appeared and stopped the trouble.

Fortunately no one was hurt. Later Gus often laughed about it, but at the time he said he was so badly scared, and his hair rose up so quickly that his hat beat him up the tree by ten feet.

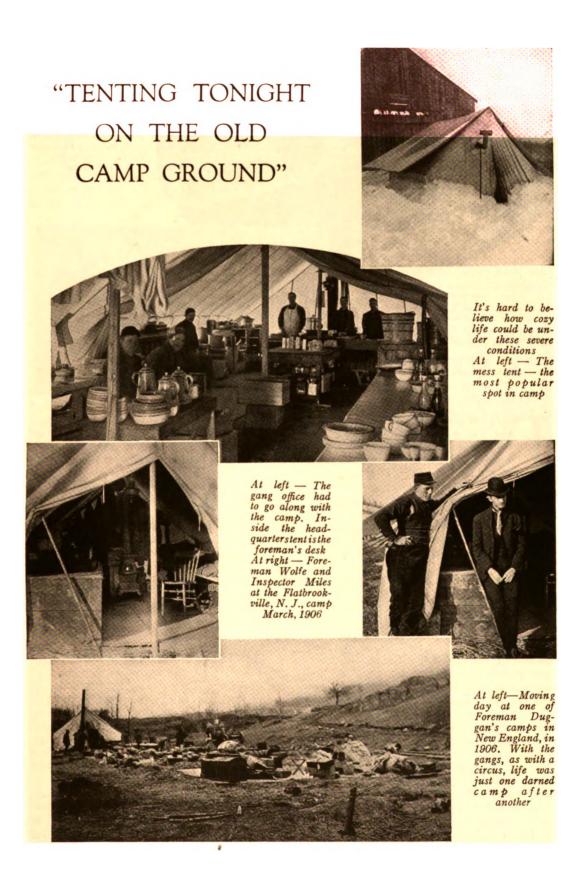
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To give Long Lines' readers a view of Mr. Linson from another angle, A. S. Campbell, New York, obligingly wrote the following:

The article sent in by General Foreman Linson recalls that he was one of the first Northern foremen sent South to organize a gang of negroes. It was a new game to us all. At first we paid them a certain amount a day and furnished them tents, cots and blankets, and let them shift for themselves. But we found that when moving day for the camp came around they were helpless to get their property transported. We accordingly changed the plan, and detailed a man to move them when the white men moved. This worked out all right.

Another problem came up. When pay day arrived many of them would go off on a railroad trip as far as their money would take them and bring them back. This meant that during the first part of every week we would be short of men. But by giving them their pay in small amounts at a time, they soon began to save money, buy better clothes and eat better food.

(Continued on page 40)





In oval—Former Ohio
State toll office at Cleveland. Below—New additions to the family.
Some of the 18 girls who
were added to the Long
Lines Department by
the cutover

THAT OHIO CUTOVER A SUCCESS

HE Ohio Bell Company's plans for the merger of the Ohio Bell and former Ohio State plants at Cleveland call for the merger to take place in the Fall of 1923. These plans included the transfer of the Ohio State toll traffic to the Long Lines switchboard.

On account of the space used for the Ohio State toll office being required for school purposes by the Ohio Bell Company earlier than was expected it was decided to transfer the toll traffic to the Long Lines toll board in advance of the general merger. The equipment plans were drawn up, the changes completed and arrangements made to have the cutover take place at midnight on February 24.

As the hour of midnight drew near on that date the atmosphere in the Cleveland office was tense. Equipment men worked feverishly doing mysterious things at the switchboards. The scene in the Ohio State toll office was similar; they too were getting ready for the cut.

This cutover does not mean that *the* merger has taken place in Cleveland. The Ohio State traffic is being handled separately from the other traffic in the same manner and with the same restrictions as at the former office.

At twelve o'clock the stage was set and the cutover took place without a case of trouble. Much credit is due the men who worked for days preparing for the event. The actual cut of the toll lines was made by half tapping the toll circuits and putting the heat coils in at the Long Lines office. To prevent the incoming signals appearing at both offices, and in order not to have the coil of the line relay at the Long Lines office across the line before the cutover, cords were placed part way in the jacks at the Long Lines office so as to operate the line cut off relays.

The cutover was made by taking the cords out of the jacks at the Long Lines office and inserting cords in the toll line jacks at the Ohio State office. Later the switchboard wires were cut at the Ohio State office.

Ohio State circuits to points already merged were simply added to our toll circuit groups to the same points. In order to do this it was necessary to rearrange our toll line multiple. The addition of switching trunks and recording trunks also caused a rearrangement of those multiples. Approximately 1,200 cross connections were necessary in order to rearrange the multiples and add the new circuits.

This cutover brought about many changes in the Cleveland Long Lines office. It added 18 girls to the force, and 78 toll circuits, 57 switching trunks, 25 recording

trunks and 8 call circuits to the layout. Our traffic was increased by about 450 calls

We're glad the cutover has been completed. The gang who did the work is to be heartily congratulated. We appreciate the extra circuits—we want that additional business and we welcome the Ohio State girls into our big family and hope they'll enjoy working with us as much as we enjoy having them.—A. C. Zeller.

J. D. Ellsworth Speaks on Publicity

Those who attended the talk on Publicity, by J. D. Ellsworth, Publicity Manager, A. T. and T. Company, held in New York under the auspices of our General Office Council's educational committee, March 19, were well repaid. It brought out the value of publicity in general, as well as the benefit it had been to the Bell System in particular. Members of the Association of Employees at 195 Broadway comprised the audience.

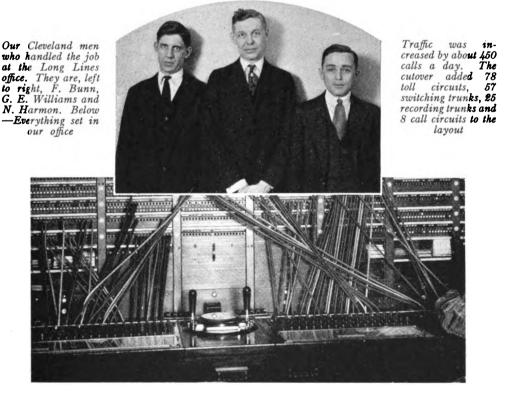
Mr. Ellsworth, talking informally, outlined the history of the Company along publicity lines. He showed how unfamiliar

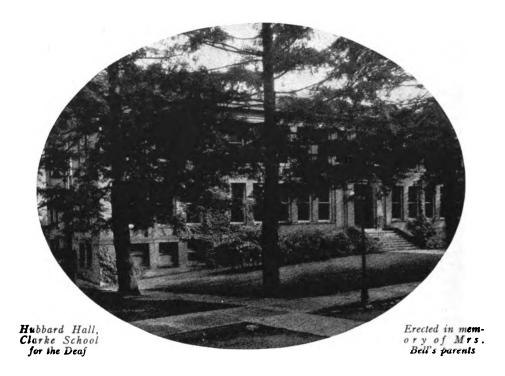
the public was with our methods and aims 20 years ago, citing the fact that people were so much out of sympathy with us that even the name "Bell System" was taboo.

But the vision of Mr. Fish, Mr. Vail and

But the vision of Mr. Fish, Mr. Vail and other early leaders was equal to this emergency as it had been to others. Doors that had been locked were opened; windows that had been shuttered were flung wide to public gaze. An experiment in advertising was tried in a selected city. Results were immediately apparent. Telling the public about ourselves proved highly successful, both in making friends and in gaining business. The old feeling of prejudice was replaced by friendliness. That new sentiment has been maintained and added to ever since.

Mr. Ellsworth also explained the advertising methods used by the A. T. and T. Company and the Associated Companies. He described the mediums—magazines, newspapers, company magazines, and so on—used to bring the messages to those it was desired to reach. A motion picture, "Making Telephone History," followed the talk. It was of the same high standard of excellence as the address.





Dr. Bell's Work Goes On

O the Employees of the Bell System: The Clarke School for the Deaf at Northampton, Mass., is raising a fund for the support of the School to be known as the Alexander Graham Bell Fund of Clarke School for the Deaf.

"Professor Bell was a teacher in this school where he first met Mrs. Bell. His work there led him to the studies which produced the telephone. He was President of its Board of Trustees at the time of his death, and the fund seems to me to be a very suitable memorial to him. This is not a Company matter. It is a personal matter. Our life work is in an institution which grew out of the product of his mind.

"I was glad to have my attention called to this Fund and take this means to call it to your attention. If you want to make a contribution, send it to Calvin Coolidge, Chairman, Endowment Committee, Clarke School, Northampton, Mass., and mention the fact that you are a telephone employee.

—H. B. Thayer."

To the Clarke School for the Deaf, founded in 1867, Alexander Graham Bell came as an instructor in 1872, four years before the invention of the telephone. His interest in the institution he retained

throughout his life, serving it as a trustee from 1898 and as President of the Board of Corporators from 1917. To its support he made many substantial financial contributions, as did the family of Mrs. Bell, two of the school's buildings having been erected in memory of her father and mother.

In order that the work of the school may be continued and extended, an endowment fund of \$500,000 is being sought—the first public appeal the school has made since it was founded 55 years ago. It is proposed to raise \$100,000 of this amount as a memorial to Dr. Bell. The Hon. Calvin Coolidge, Vice-President of the United States, is the Chairman of the Endowment Committee.

The Clarke School has often been called "The Mother of the Oral Method." In teaching the deaf through lip-reading and instruction in use of the voice it was the pioneer and has always been the leader. Its purposes are two-fold: the instruction of deaf pupils and the training of teachers, themselves able to hear and speak, who can carry on work among the deaf.

The widespread influence of the school is best illustrated in the Normal Department, graduates of which are now teaching the deaf in 15 private and 65 public institutions in 40 states and four foreign countries.

Association Ac- and Fes-tivities

Plant Div. Council 1

LANT Division Council 1 held its Annual meeting in New York from March 12 to March 14. A new executive committee was elected. Officers chosen by the executive committee were F. Peters. Chairman; W. E. Mathews, Vice-Chairman and L. A. Welch, Secretary-Treasurer.

New by-laws, to govern the procedure of the Council, were drawn up and adopted, and copies forwarded to each member of the Council. Other questions were brought before the Council and appropriate action

taken on them.

L. R. Jenney, Division Plant Superintendent, Division 1, talked before the Council. "He stated," says the report of the meeting, "that he was well pleased with the manner in which the Association is working out. It has brought officials and employees into closer touch with one another and has kept us all with more open minds. . .

"The Educational Plan, the starting of which has been largely due to the suggestion of the Association, is, he thinks, a step in the right direction, preparing us to meet future conditions of the telephone business that will confront us. Looking back over the past 15 years and judging the future by developments during that

time, it can readily be seen what opportunities the future has in store for us. He is pleased with the spirit with which we are tackling the new problems and feels that the Long Lines organization can be depended on to meet the ever - changing and advancing conditions. . . .

'All these things. however, are but side lines to our real job, which is maintaining an efficient and economical communication system. In our zeal for these side lines, we should not forget the real issue."

Boston Hears Financial Talk

At a special meeting on February 13, Plant Branch 22, Boston, enjoyed listening to E. J. Clarke, Assistant Treasurer, A. T. and T. Company, who gave an extremely interesting and instructive talk on stock. transfers, rights and dividends. Needless to say, the audience was very nearly 100 per cent. stockholders. It included the invited members of Traffic Branch 42, visiting members of Plant District Board 13, and members of the Plant and Traffic District offices, most of whom seized the opportunity to ask various questions of the speaker.

R. J. Travers presided and introduced C. C. Quimby, District Plant Superintendent, and J. F. Oderman, District Traffic Superintendent, whose brief remarks added much to the occasion.

A Welfare Worker Wails

During the coldest snap Cleveland's had for years, our nurse asked my assistance to start the flivver. I was to drive and she would push.

Down the alley we went. But at the end of the alley I had to come to a dead stop, for a car was approaching. It passed. The nurse pushed. The fliv did not budge.

> She pushed again. Nothing happened. I tried to help by pushing from the

> Then the nurse braced herself, drew on her reserve strength and pushed. No use.

Finally she wiped the perspiration off her nursely brow and came to the side of the car to discuss it with me. She opened the door. She gasped. Her face was red. She struggled for breath, gurgled and pointed to my foot. It was still on the brake!-Pegasus II.

"Had a Rotten Day"

"HAD a rotten day," complained the young man with the small black moustache, in the seat ahead. "Everything broke wrong. Last thing I did was to mix up a bunch of orders that had a to mix up a bunch of orders that had to go out by five."
"How'd that happen?" inquired his

companion.

"Boss kept me so long in his office going over next week's schedule I had to rush 'em through in a hurry. And before I went in to see him I had too much else to do to get around to orders."
"Extra busy day, huh?" suggested the

other.
"No, but I got a bum start and couldn't seem to catch up. I was half an hour late to begin with."

"Clock stop or miss your train?"

"Overslept. Went to a party last night

and didn't get in till pretty late. "Oh."

Toledo Celebrates

THE Toledo girls have been busy with many things lately. One was a valentine party given in the rest room. Dancing and games were enjoyed by all.

After a nice lunch, Mrs. Stotz, Chief Operator, and Miss Baur, Assistant Chief Operator, were presented with a valentine bouquet of flowers. Then District Traffic Superintendent McLain helped distribute valentines to every one and Sonny McLain told us how we happened to have "hot dogs." Miss Dorothy McChesney favored us with some ballads and classical dancing.

Day by day, in every way, We are trying harder and harder To complete each call, so we won't fall; And we will get there, one and all.

—H. McG., M. A. B.

Dignity Chasers

1. When you walk into the operating room and discover you have forgotten to put on your headset.

2. When the clock in the rest room is slow and you are late on your relief.

3. When you report the calculagraph out of order and the switchboard man informs you that you are not stamping the tickets hard enough.—H. McG., M. A. B., Toledo.

Birmingham Hears a Talk

Birmingham Branch 78, Traffic, listened to the reading of a paper by W. J. Morgan, jr., Chief Traveling Auditor, at its regular meeting held March 15. The speaker brought out some of the problems which traveling auditors have to

solve, which he illustrated by anecdotes from his own experience. He spoke, among other things, of a week-end trip to Havana, Cuba, during which he ran into a good joke on any chief traveling auditor. In a word, he was almost arrested early one morning by Spanish-speaking cops while simply trying to find a shop where he could buy a clean shirt.

The Lantern Test

While making noise tests on the Erie-New Castle line, it was necessary for one of the linemen to check a terminal box, testing leads and lantern at a hotel in Meadville, Pa. When Section Lineman Chauncy Strohl called for the equipment, the check room clerk gave him, instead of the lantern, an automatic bill recording machine, which he shipped to the district office at Pittsburgh.

District office forces are now wondering what it was that made an oil lantern grow up into an automatic recording machine and what type of test this equipment could be used for. Murray Lehman thinks it would be a great help in making out vouchers and such things, because that is where he finds the greatest difficulty in

making noise tests.

Thirty years ago a forerunner of our

modern loud speaker demonstrations was conducted in Williamsport, Pa. A number of telephone receivers, with horns attached, were hung in a chandelier above a dinner table. A long distance connection brought a concert from a Philadelphia hotel to the dinner.



"Newtown Square girls on the fence," observes our correspondent. Left to right they are the Misses Edith D. Iford, Ruth Wool, B. A. Sager (Chief Operator) and Grace F. Hizer

Billions

"During the first nine weeks of this year," says the O. and E. News, published by the Department of Operation and Engineering, A. T. and T. Company, "the Western Electric Company has shipped from its cable manufacturing plant at Hawthorne to the Bell operating companies, 3,800,000,000 conductor feet of lead covered cable. This is

the largest quantity ever shipped during a nine weeks' period, and if this output is maintained throughout the year, the total production will be over 22,000,000,000 conductor feet. Although humidity usually tends to slow down production, the Western Electric Company advises that this summer a special effort will be made to maintain the high output."

APRIL, 1923 ONG LINES



An Appreciated Gift

E ARLE MAHAR, formerly testboard man at Minneapolis, who retired to a farm near Bald Eagle about two years ago, has now entirely lost his sight. During the winter Mrs. Mahar and the two children were in St. Paul except Sundays, while he stayed alone on the farm taking care of the chickens and stock.

It occurred to Max Des Marais, District Cashier, who is an enthusiastic radio fan, that a radio set would relieve Earle's loneliness. So, just before Christmas, he took out a good one-stage set, the gift of the Minneapolis Plant employees, and Section Lineman Caldwell installed the aerial. They left the set in first rate condition.

The following extract from a letter from Mrs. Mahar to Chief Testboard Man T. R. Pratt, "and the boys," shows to what good use the radio set is being put:

"Mr. Mahar wishes to thank you one and all for your kind thoughts of him and your

Christmas present.

"It's true, as Mr. Des Marais told him, he wouldn't do anything but listen in on the radio. When he is through with his chores at night he listens to hear if anything is passing. If not, he gets his supper and when through, listens again. He doesn't go to bed now until 10 and 11 o'clock, where before he was always in bed by 8:30.

"One evening last week, he sat all evening listening to a concert Chicago was giving and was so pleased about it. He said he heard them say that Montana, New Jersey and Honolulu were listening to it also.

"Mr. Mahar gets along very well on the farm. I think."

Philadelphia Veterans' Night

Plant Branch 75, Philadelphia, held a reception in honor of employees with over 25 years of service, and also had as its guests members of Division Plant Branch 64. After the regular business session held in the Bourse Auditorium, the meeting was turned over to the committee to entertain our honored members and guests.

T. J. Campbell, Testboard Man at Newtown Square, welcomed the guests and introduced the veterans, to whose efforts and loyalty our Company owes much of its prosperity and success. In introducing each guest, Mr. Campbell named some interesting incident, happening in his or her many years of service, and presented each speaker with a souvenir.

Among the items of entertainment may be mentioned the music by the Plant Branch orchestra; a parade, "The Spirit of '76," by Messrs. Sickler, Ritchey and Schwemmer; violin solo, Tomlinson, accompanied by Stolz at the piano; plantation songs, banjo accompaniment, Lukins; and speeches and monologues by Mrs. William Elsinger, and Messrs. Fox, House, Wallis, Dougherty, Olver, McKay, Strickland, Chapman, Bryant, Elsinger, Roller, Abdill, Gilson, Kline and Streeter.

Buffet lunch was served, followed by music and dancing, after which Division Traffic Superintendent Wadham complimented the Plant men on the class of work they were doing and extended the best wishes of the Traffic for the continuance of the co-operation and good feeling between the two departments.—T. J. C., Newtown Square.



Recent Events at K. C.

JOINT meeting of the Traffic and Plant members of the Association of Employees at Kansas City was held in the cafeteria of the telephone building, at which short talks were given by Messrs. Miller, Pilliod and Quermann, who were visiting Kansas City. Ad interim, red, white and brown ice cream was sipped as silently as possible.

Dancing was enjoyed in the rest room, both before and after the meeting. The orchestra kept the party on its toes all evening, playing a brand of music that would make a cigar store Indian drop his toga and shake all the feathers out of his sky piece. From all appearances our guests enjoyed the

dance very much.

Messrs. Miller and Pilliod left shortly after the meeting to catch a train to Omaha. Soon after their departure the orchestra stopped and as nobody had another quarter to put in the piano, the party broke up.

The Plant District Board for District 52, Kansas City, held its annual meeting in Room 915 of the telephone building recently. The following members were present: L. D. Phelps and M. E. Tracy, Wichita; L. H. Hood, Oklahoma City; O. F. Lyons, Sulphur; G. H. Pryor and

W. E. Cox, Joplin; L. D. Angus, E. J. McCallum and E. J. Montgomery, Kansas City.

The executive committee consists of Phelps, McCallum, Lyons, Cox and Angus. The officers of the Board are as follows: Angus, Chairman; Cox, Vice-Chairman; McCallum, Representative.

Monday, a Cook's tour of the telephone building was made. The tour started at the top of the flag pole and ended in the sub-basement, with a glimpse of the steam

Everything was on display, even the auxiliary power-plant being "auxed" for the benefit of the tourists. The gang ate together every noon, said eating taking place at various restaurants. One of the restaurants had a back room and an orchestra (to be heard and not seen) and the secrecy of the method of gaining entrance thereto and the furtive looks about those who entered all combined to make the boys "rawther" suspicious of an underground cabaret or something.

The greatest excitement of the meeting was caused by Pryor, who got lost while taking a walk through the ten-cent store hunting for the radio counter. When found, he was arguing with the saleslady regarding the number of ducks in an inductometer. He was returned to the telephone building and a careful watch kept

over him thereafter.—L. L. P.

Employees' Benefit Fund

Committee Issues Tenth Annual Report

THE tenth annual report of the Employees' Benefit Fund Committee, A. T. and T. Company, for the year ending December 31, 1922, has just been issued. It covers the activities of the committee for the General Departments, A. T. and T. Company, as well as the Long Lines Department, and reads in part as follows:

In compliance with the provisions of the "Plan for Employees' Pensions, Disability Benefits and Death Benefits," an audit of the receipts and disbursements of the Employees' Benefit Fund for the year ending December 31, 1922, has been made and a certificate of audit is submitted herewith.

During the year benefits under the Plan were paid in 2,240 cases. As the average

number of employees of the Company was 10,418, about 21 per cent. of the force participated in benefits under the Plan during the year.

The immediate direction of the administration of the Benefit Plan has continued in charge of the Departmental Benefit Committee—General Departments, so far as it relates to employees of the General Departments, and in charge of the Departmental Benefit Committee—Long Lines Department, as far as it relates to employees of the Long Lines Department.

During the year an additional appropriation of \$3,-

000,000 was added to the Employees' Benefit Fund Reserve, subject to the right of the Board of Directors to withdraw such amount from said Reserve and appropriate the same to provide for other or further benefits under appropriate regulations.

benefits under appropriate regulations. Employees' Benefit Fund Committee, E. K. HALL, Chairman.

Departmental Benefit Committee—General Departments, K. W. WATERSON, Chairman.

Departmental Benefit Committee—Long Lines Department, A. W. DRAKE, Chairman.

As shown by an audit of S. A. Richardson, Traveling Auditor for the A. T. and T.

Company, the report contains the following summary of audits and disbursements.

Credit Balance in Fund. January 1, 1922. Amount	\$2,000,000.00
By interest at 4 per cent By additional appropriations	75,100.93 3,228,290.39
Total Credits	\$5,303,391.32
Disbursements during year 1922: For pensions	\$ 95,788.72 27,935.81
For sickness disability benefits For death benefits	149.580.33 12,749.17
For disability expenses For state insurance	16,777.78 559.51
Total Disbursements	\$ 303,391.32

Balance in Fund December 31, 1922 \$5,000,000.00

The Employees' Benefit Fund Committee is composed of E. K. Hall, Chairman; C. M. Bracelen, Bancroft Gherardi, W. S. Gifford, Mary T. Reuse and Harry

J. Brandt, Secretary. The members of the Departmental Benefit Committee for the Long Lines Department are A. W. Drake, Chairman; T. G. Miller, L. S. Murphy, Rachel E. Plunkett, J. L. R. Van Meter, H. M. Warke and M. R. Koehler, Secretary.



John Haynes, Foreman, Division 4, who died February 22

John Haynes

Foreman John Haynes of Division 4, with head-quarters at Chicago, died February 22, at the National Sanitarium at Marion, Ind., after an illness of about four months. He had been in the service since February 1, 1908, working

in various gang positions until July 29, 1911, when he was placed in the position of foreman.

He was called to military service May 6, 1918, and served in the Signal Corps. Following a period of training in this country, he was sent overseas to become a member of the A. E. F. Fighting ceased, but his service went on. After the armistice he assisted in installing and opening United States telegraph offices in the capitals of Italy, France, Belgium, and Holland. He was discharged September 9, 1919.

Burial was in the National Cemetery at Marion, with military honors, February 24, 1923.

Field Goals and Fouls

THE absence of an experienced center and another experienced guard proved costly to the Philadelphia basketball team when the Advocate team of Germantown managed to win out in the last few minutes, 31-20, after Miss Blessing had been withdrawn because she was unable to continue playing. With three and a half minutes to go and the score 19-16 in favor of Advocate, Mrs. Wonson re-entered the game and made the prettiest play of the evening—a dribble up the side of the floor followed by a long shot. The breakdown at guard and center was too complete, however, and Advocate scored six field goals in three minutes.

At half time, we led, 11–9. Miss Cherry was the outstanding star for Advocate and her jumping and feeding of her forwards was the best shown by any center we have opposed this year. Our entire team played hard, fast basketball. But the accuracy of our three forwards, Misses Hamilton and McCafferty, and Mrs. Wonson, who had very few chances at the basket, was easily the feature. Miss Wolston shut out Miss Swords, Advocate team, an unusually good forward, without a field goal in the first half.

Long Lines—23; Christ Church—7.

The basketball team got very little opposition from Christ Church the day following the game with Advocate. Starting with three regulars out of the game and using

every available substitute before time was up, cutting short the last half by five minutes - all could not prevent our team from winning they a s pleased. Our passing game and Miss Mulhern's rapid development at the centre position were easily the features.

Germantown Independents—26; Philadelphia Long Lines First Team-13.

Germantown Independents made a quick start in the return game played Wednesday, February 21, and largely through the work of Misses Killough and Montgomery had a lead of 19–2 at half time. In the second half, our team overcame the greater height and experience of their opponents with fight and speed and outscored them 11—7. Mrs. Wonson and Miss Blessing played real basketball throughout.

Long Lines Second Team—16; Germantown Independents Second Team—15.

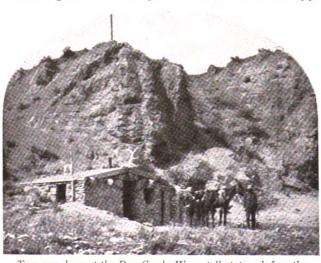
The second team surprised itself and everyone present by getting the jump on the Independents Seconds, who had beaten us 38-4 early in the season. Our forwards scored seven points before their opponents could get started and held a 14-7 lead at half time. The second half was a desperate drive by Misses Lukens and Barkman of the visitors to pass our total, but they fell one short through the dogged determination of our guards.

Our whole second team played beautifully together and their work was cleancut and snappy. Features were some remarkable shooting by Miss Mohr and clever guarding of the visitor's tricky and experienced forwards by Misses Griffith and Keenan. Five of our six girls never played basketball before this year.

Long Lines—12; Northeast Evening High School—8.

For the third time this year the basketball team held their opponents to one field

goal and incidentally staged a fine rally in the second half which scored five for themselves. The first half was a slow exhibition with both teams fouling frequently and neither able to pass consistently. Northeast had the edge, the half ending 7-2 in their favor. The second half saw us stage our rally. —M. E. S.



Two-gun days at the Dry Creek, Wyo., toll station before the Transcontinental linked coast to coast. "I put up a new Blue Bell, as the old one was shot full of holes," wrote the Associated Company man who sent the picture to E. J. Wehrley, Commercial, New York

From Our "In" Box

EAR ED: We was going to make a big noise in this issue of Long Lines. But here it is March 10, which is your closing date, and our stuff ain't ready yet, and knowing as how you always close sharp on the dot, and being as to-morrow is Sunday we can't slip our stuff into the morning mail to-morrow and make you

think maybe it was sent the night before, I guess we got to allow as how there ain't no chance of getting it in this copy at all, so we thought as how we'd send you this instead, telling you what we would have sent if it hadn't happened that we couldn't.

In the first place there's that dinner-dance on April 3 which, judgin' from the number of tickets what's been sold already, is going to be a great stunt, and it will all be over before the ink on the next Long Lines is dry. But being as it ain't been pulled off yet we can't write it up until next time.

Then there's that girl's basketball team what's be-

ing organized and what's got three members already, and one of them can't play, but that don't prove nothing because the posters just got posted up this morning and they ain't had time yet to hunt up any more members, so we can't write up any thrilling games for this copy. But looking over the dames around the office we bet as how they can get up a team what can play rings around any other team in the whole Bell System, and maybe some others.

And say, you ought to see the great cartoon what our star artist was going to draw for us this time. His name's Bodine, the artist's name I mean, not the cartoon's. You've seen his work before so you know he's there when it comes to cartoons. Even Briggs can't do any better. He was going to draw a Briggs' cartoon for us, but maybe it will be ready next month and we'll let you see it then. The reason why it ain't ready this time is that Bo is one of these here travelling auditors or something like that and he's out in the sticks somewhere and we couldn't get his address because he

keeps it sort of confidential. After awhile we got Hathaway (you know him too, he wrote that piece some months back about the old time Account Department) we got him to write Bo about the article we was writing. He always knows Bo's address.

We got a answer from Bo today saying as how he didn't think as how there was any church in the joint where he would be stopping to-morrow (Sunday), and if not

he would draw us up the cartoon then and send it right in. And listen, you don't think we gave away the place where Bo is by saying there ain't no church there, now do you, Ed?

Anyhow this will let you know that Branch One is still alive and kicking, but it takes a while to get a big thing started — you know how it is-and the officers new iust elected, and this is our busiest month because they cheated us out of a couple days last month when they put February on the calendar and then we lost a couple more when Washington and Lincoln was born, and we got to get

caught up, so we ain't got time to write any more this time.—SAKA (Sees-All-Knows-All)

P. S.—We all thank you for the notice you printed on page 31 of the March copy about our dinner-dance. We ain't going to ask you to break any more rules, but maybe your folks would like to read this letter.



This five and a half year old snowshoe enthusiast is Myrtle Greenwood, of North Leominster, Mass., the daughter of L. H. Greenwood, L. L. Engineering, New York

Dashing Through the Snow

"Giddap—let's go!" and away we went, about 80 strong, for a good, old-fashioned sleigh ride, about the last of the season, in a cozy pung to a dance in the country. Twas a wonderful opportunity for enjoyment and the folks at the Providence office never wait for a second bidding.

The sleighs reached the Goff Memorial in Rehoboth at 9 p. m. and soon everyone was tripping the light fantastic to the music of a snappy orchestra. J. F. Oderman, our District Traffic Superintendent, and A. H. Kenyon, Traffic Chief in our own office, were there to help with the fun.—S. A. C.

Toll Class at Cleveland

CLASS of 12 associated company men is being trained at Cleveland in toll work under the direction of J. A. Remon, of the Department of Operation and Engineering, A. T. and T. Company. They are receiving the various operating courses such as outward, inward, recording, directory and supervisors. Practice switchboard work and regular commercial work is being alternated with classroom work in the usual manner. The course will last six weeks.

About three evenings a week are given over to talks on various phases of the toll work by members of the Long Lines Department, Department of Operation and Engineering, and the Ohio Bell Traffic

Department.

From left to right the picture at the bottom of this page shows, rear row, R. S. Hall, New York Company, New York City; H. B. Anderson, Mountain States Company, Boise, Idaho; W. H. Fanton, New York Company, New York City; C. E. Watson, Bell Company of Canada, Montreal; Henry Heuer, jr., Bell Company of Pennsylvania, Atlantic City, N. J.; Andrew Flannigan, Illinois Bell Company, Chicago; C. T. Pilling, New York Company, New York City; W. A. Campbell, Ohio Bell Company, Cleveland.

In the front row are, A. L. Osborn, Southern New England Company, New Haven; W. A. Rudy, Ohio Bell Company, Canton, O.; Miss Cotta G. Moorhead, Chief Instructor at Cleveland (assisting with the training of the class); Miss Sarah E. Pearse, Division 6 Instructor in charge of the class; L. A. Tentler, Chesapeake and Potomac Company, Washington; W. R. Page, Bell Company of Pennsylvania, Harrisburg, Pa.—H. W. H.

Detroit's New Switchboard Positions

One might have thought, upon entering the Detroit operating room on the morning of March 6, and gazing upon the 16 scarred and battle worn table positions which sat idle, peacefully resting after years of faithful service, that the Company had declared a new holiday and the operating force had gone on a picnic. But a glance at the other side of the room would have convinced even the most skeptical that there was no such a thing as a holiday, even though 14 smiling faces gave evidence that they were having a picnic operating the brand new switchboard positions which had just been christened by the Plant Department and turned over for service.

Work now goes up much faster. It is easier to keep the ten commandments, and everything is more comfortable and better all around. Everybody joins in the chorus, "Oh, what a relief!"—M. A. W.

"If you come across a stumbling block," advises *Hello*, "make it a stepping stone."



Members of the six weeks' course in toll work for Associated Company men at Cleveland. In addition to the students are shown Miss Cotta G. Moorhead, our Chief Instructor in Cleveland (left), assisting in the training, and Miss Sarah E. Pearse, Division 6 Instructor in charge of the class

APRIL, 1923 ONG INES

Traffic representatives who met in New York. Front row. N. D. Pease, Cleveland; J. V. Bell, Chicago; W. N. Sherwell, Phila.; E. A. Hoffman, Cleveland; A. J. Mc-Clelland, New York. Rear. G. W. Turner, J. W. Raby, L. B. Savacool, E. A. Gray, E. A. Bredt, O. K. Tabor, S. A. Geer, all of New York.



Shifts in the Line-Up

TRAFFIC—(All effective March 5).
Jennie H. Baum, Operator, New York, to Supervisor; Gertrude M. Campbell, Operator, New York, to Complaint Clerk; Edna V. Frenz, Operator, New York, to Complaint Clerk; Dorothy Heilman, Operator, New York, to Supervisor; Lillian Kyhos, Operator, New York, to Supervisor.

Anna M. Lewis, Operator, New York, to Supervisor; Margaret Mahoney, Operator, New York, to Supervisor; Florence Mertins, Operator, New York, to Supervisor; Grace O'Neill, Operator, New York, to Supervisor; Yvonne Townsend, Operator, New York, to Supervisor.

Alice Drake, Supervisor, Buffalo, to Instructor; Viola Kingsland, Operator, Buffalo, to Supervisor; Gladys Renowden,

Operator, Buffalo, to Supervisor.

Margaret McClintock, Operator, Pittsburgh, to Supervisor; Alice E. Renner, Senior Operator, Pittsburgh, to Supervisor; Anna E. Coultas, Supervisor, Pittsburgh, to Complaint Clerk; Ethel E. Cox, Operator, Pittsburgh, to Operating Room Clerk; Alexandra Fedor, Operator, Pittsburgh, to Assistant Instructor; A. Hilda McMurtrie, Senior Operator, Pittsburgh, to Assistant Instructor; Anna Reid, Operator, Pittsburgh, to Assistant Instructor; Charlotte Stevenson, Senior Operator, Pittsburgh, to Instructor; Katherine V. Zulick, Senior Operator, Pittsburgh, to Instructor.

Elizabeth C. Gutowsky, Senior Operator, Chicago, to Supervisor; Delia G. Sullivan, Senior Operator, Chicago, to Supervisor; Kathryn I. Currie, Senior Operator, Chicago, to Supervisor; Mary B. Sweeney,

Supervisor, Chicago, to Instructor.

Ethel A. Ward, Supervisor, Chicago, to Instructor; Mae E. Kuchenbecker, Stenographer, Chicago, to Chief Stenographer; Dorothy A. Knickelbein, Operator, Milwaukee, to Operating Room Clerk.

On March 15, J. V. Bell, formerly District Traffic Superintendent at Milwaukee, who has recently been Acting Division Traffic Engineer in the Chicago office, assumed the duties of the District Traffic Superintendent at Indianapolis, succeeding C. W. Hadlock, who goes to Chicago as Traffic Supervisor.

Plant—J. M. Leonard, no title, General Office, to Supervision of Service Results other than Telegraph, February 15; H. C. Read, no title, General Office, to Supervision of Special Service, February 15; O. H. King, Clerk, Birmingham, to District Chief Clerk, March 5.

W. E. Simpson, District Chief Clerk, Birmingham, to Division Accountant, Atlanta, February 1. O. N. Hoyt, Division Accountant, Atlanta, to District Chief Clerk, February 1; J. S. Mancill, Chief Testboard Man, Montgomery, Ala., resigned February 1.

B. C. Hurley, Testboard Man, Montgomery, Ala., to Chief Testboard Man, March 1; J. T. Jenkins, Chief Testboard Man, Waterloo, Iowa; transferred to Divi-

sion Office, Chicago, March 1.

One of our section linemen in Pennsylvania was asked, "Please advise if your car is provided with a full set of 'decalcomanias." His reply read, "Whatever this is I haven't got it. But if you mean letters and sign for car, I ordered them from Mr. Dash about three or four months ago."

Davenport's Claim

ERE is a record in advancement that is hard to beat," writes a correspondent.

"In 1911 six men comprised the testroom force in Davenport, Iowa. G. L. Salisbury was Chief Testboard Man; P. G. Rush, Testboard Man; J. J. Kennedy, F. C. Marinan, and

G. A. Nancarrow, Repeater Men; and R. L. Werden, Equipment Man.

"In 1914 Mr. Salisbury was transferred to Chicago as Chief Testboard Man, relieving Mr. Stoskopf, Mr. Rush becoming Chief Testboard Man at Davenport. 1915 Mr. Nancarrow was made Chief Testboard Man, Indianapolis; in 1916 Mr. Kennedy became Chief Testboard Man. Des Moines; in 1923 Mr. Marinan was ap-

pointed Chief Testboard Man, Waterloo, Iowa. For several years Mr. Werden has been in the Long Lines Engineering Department, New York, and is now handling

Special Toll Cable Studies.'

Cables Saved the Day

"If it had not been for the cables, Washington would have been in as bad a way as it was just 13 years ago—on Taft's Inauguration, March 4, 1909." This in a nutshell tells the story of what happened in the national capital early last month.

Washington had been enjoying several days of the balmy, sunshiny spring weather for which it is famous. Immediately following them, on Tuesday, March 6, it awoke to find itself in the middle of a big snow storm. Later the snow turned to rain and the temperature fell. Ice started to form on the wires, a heavy wind began to blow and soon all the open wire lines out of Washington were in trouble. But the cables saved the day.

H. K. Blakeslee's health is much improved, after a winter at Daytona, Fla.

How Buffalo Gets Results

On February 15 the supervisory force of the Buffalo office were guests at a dinner given by District Traffic Superintendent Boltwood. After the dinner a meeting took place at which various phases of the service were discussed. The following calls were cited as examples of how we obtain our

> per cent. completed figure at Buffalo:

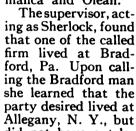
A call to Seneca Junction was received and verified as not having any telephone connections. The house located somewhere between Salamanca and Olean.

did not have a telephone. She called a

nearby telephone at Allegany and was informed that the subscriber met Mr. Dash on the train every evening and would be glad to deliver a message to him. The message was delivered and the call completed.

Another interesting feature occurred on a call to Jamestown for the paster of the Swedish church. His name was unknown. Upon reaching the telephone at the church it was learned that the party answering was unable to speak English. One of our supervisors, who acted as a Swedish interpreter, obtained the name and address of the pastor, which resulted in the completion of another call.—R. A., Buffalo.

Plant Branch 61 Meets



About 50 people turned out for the spring meeting of Plant Branch 61 at Pittsburgh, held March 2. The social side of the meeting was featured by a first aid demonstration and a talk by District Superintendent Mezger. The Pittsburgh Quartette favored the assemblage with some real singing. W. F. Hanst, of the District Office, read a paper on telephone repeaters. The crowds from Ligonier and Bedford were with us in force.—T. F. S.



"A class in home economics" might be used

as a title for this picture of Section Lineman H. B. Williams' kiddies, Williamsport, Pa.

"This is one meal that won't be covered by

a voucher," adds our contributor

Making Friends in Chicago

HICAGO'S first important transcontinental demonstration, which took place under General Carty's leadership at a banquet at the Congress Hotel, March 9, was also one of the most successful ever held anywhere. The 350 members and guests of the Commercial Club, of which B. E. Sunny, of the Illinois Bell Company, is president, seemed deeply impressed. "They were the most appreciative gathering I ever saw," was the way one Long Lines man, who assisted at the demonstration, put it.

Many of the club's members are figures of national importance—Joseph M. Cudahy, Charles G. Dawes, Cyrus H., Harold F. and Medill McCormick, J. Ogden Armour, Louis F. Swift and others equally well known.

At the appointed time General Carty talked with F. T. Caldwell, in Havana. In the next instant he and the audience heard the cheery voice of H. G. Bates, of San Francisco.

The roll call part of the demonstration was of particular interest, as it was the first time that the new roll call sets recently installed at each repeater point were used. These sets comprise a high quality transmitter and single stage amplifier. By means of them, the quality of trans-

mission from the repeater point is made especially clear and distinct.

During the course of the roll call, General Carty stopped at various repeater stations and asked questions regarding the weather, temperature and the distance from Havana of the particular repeater station.

The men of our Plant Department installed and operated the Bell loud speaker at Chicago and lined up the 5000 miles of circuit between Havana and San Francisco. To appreciate their work, you should have been in the testroom at 24 Walker Street, New York, during the demonstration. There you would have heard the transmission testers cajole the copper strands with

such persuasive language as "Now, you send to me, Havana." "Hello, Jacksonville; drop your repeater one point." "O. K., Boss. We are all lined up with a 12-mile circuit to Havana." And in the Morrell Park testroom they would have been going through the same procedure with the New York-San Francisco circuits.

—W. D. P., New York

L. D. Aids Western Electric

On the evening of March 6, the Equipment Engineering Branch of the Western Electric Company held a banquet at the Hotel La Salle, Chicago. There is nothing particularly original in that, says the editor of the W. E. News in thoughtfully furnishing this news item, but there is something original in the fact that the principal speaker at the dinner, President C. G. DuBois, of the Western Electric, made his address from his home in Englewood, New Jersey. Long distance was once more called upon for an unusual service and was ready for the emergency.

Mr. DuBois spoke of the great strides made in telephone service, pointing out that what he was doing at the moment would have been believed impossible thirty years ago. Dr. F. B. Jewett, Vice-President of the Western Electric Company, and Chief

Engineer E. B. Craft, also spoke.

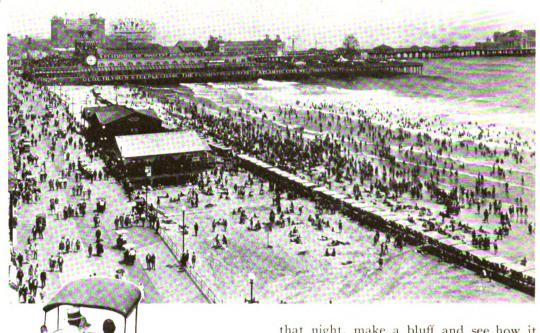


Section Lineman Hullsch, Kane, Pa., shovels his way to the storeroom after one of our late snow storms

Benign Bovine

One time, relates the Treasure Chest, one of Charles M. Schwab's Pennsylvania neighbors tried to sell him a cow. When Mr. Schwab inquired about the animal, he did not receive very satisfactory answers. Finally he asked, "How much milk does she give?" "Mr. Schwab, I don't know," was the reply. "But she's a darned goodnatured cow, and she'll give all she can."

Under the heading "How Great and Near Great Use the Telephone," the New York Evening Post on March 15 reprinted the story "Celebrities," published in the March Long Lines.



Pioneers are

Planning Now

for Their 1923

Convention at

Atlantic City

October 19

and 20

Sounds Funny Now

(Continued from page 24)

Just about then the professional crap shooters showed up. On one of my trips South we went through Linson's camp, inspecting it, and in a negro tent we saw a darky lying there, shot through the stomach. He said it was done in a crap game. No vital spot was hit—he had been there three days before we found him, as the others had wanted to keep it from us—but we decided that we must do something to stop the gambling before worse happened.

Linson was rather short, but very stocky and able. They called him the "Little Captain," to distinguish him from me, the "Big Captain." He decided that he would go down to the darkies' quarters that night, make a bluff and see how it came out. So, arming himself with a sledge handle, he started off about ten in the evening, when he knew they would all be rolling the bones. Several of us went down with him and waited at a little distance to help him if he needed it.

He went into the tent where the crap game was going on. Half a hundred negroes were crowded around, and all looked up as he came in. They were a wild crew, and the dim light and flickering shadows from two small oil lamps gave a fierce look to their black faces.

Swinging his club as he stood there, he made them a speech. He told them that he had treated them fairly, but they hadn't been square with him. Now this crap shooting must stop. They all had to go to bed right away. "The next time I find any of you boys shooting craps there'll be some dead niggers around here," he wound up.

When he came back, he said he had never been so scared in his life. All he could see in the tent was the eyes glaring at him, and he didn't know whether he'd be shot or carved with razors, or both, any minute. But he got away with it. They gathered up the dice and went off to bed, just as he told them to, and it ended our troubles with crap shooting.

LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

SUPERVISORY EMPLOYEES

SUPPLEMENT LONG LINES, APRIL, 1923

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LONG LINES DEPARTMENT

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

Headquarters: 195 Broadway, New York City

SUPERVISORY EMPLOYEES

F. A. STEVENSON

Director

A. W. DRAKE	General Commercial Manager
T. G. MILLER	General Plant Manager
J. L. R. VAN METER	General Traffic Manager
J. J. PILLIOD	Engi neer
W. D. STAPLES	Assistant to Director
C. Morsack	Auditor
C. M. Bracelen	General Solicitor
F. R. ELSASSER	Attorney
А. Е. Носсомв	Tax Attorney
F. Powell	Assistant Treasurer
M. R. KOEHLER	Secretary, Benefit Committee
T. T. Cook	Editor, Long Lines

COMMERCIAL DEPARTMENT

General Commercial Manager	A. W. Drake	New York
General Commercial Representative	C. H. FULLER	New York
Division Commercial Superintendent	W. E. Bell	Chicago
Commercial Representative	C. BARNETT	Chicago
Commercial Representative	W. L. Dusenberry	Cleveland
Commercial Representative	H. McDonald	Boston
Commercial Representative	H. Homer	Philadelphia
Commercial Representative	C. H. GORIN	Atlanta
Service Complaints	E. J. WEHRLEY	New York
Sales Promotion	A. A. BARMORE	New York
Methods and Practices	T. H. MONTGOMERY	New York
General Supervisor of Contract Service	W. R. NEWMAN	New York
Special Assignments	G. W. Peck	New York
Commercial Engineer	W. G. THOMPSON	New York
Forecasts of Toll and Special Contract Service	G. B. LARKIN	New York
Statistics and Records	R. H. THURSTON	New York
Toll Rates	D. D. MILNE	New York
Compilations of Rates	Mrs. C. L. Wallum	New York
Computation of Rates and Toll Arrangements	C. L. WALLUM	New York
Rate Studies	J. Humphries	New York
Chief Clerk	A. G. Morris	New York

PLANT DEPARTMENT

General Plant Manager T. G. MILLER New York

GENERAL OFFICE

Service Supervisor	L. N. Stoskopp	New York
Service Results	J. M. LEONARD	New York
Service Results—Telegraph	H. G. Ward	New York
Circuit Layout	G. E. Hudson	New York
Service Methods	J. P. SATTERTHWAITE	New York
Circuit Records	L. J. Schindler	New York
Special Service	H. C. READ	New York
Special Studies	B. C. JUTTEN	New York
Construction Supervisor	C. F. CRAIG	New York
Estimate Work	Н. Е. Воотн	New York
Plant Accountant	N. O. Schaefer	New York
Supervisor of Instruction	L. S. Crosby	New York
Employment Supervisor	L. S. MURPHY	New York
Supervisor	S. C. Ingalls	New York
Special Assignments	W. C. NAGEL	New York
Supervising Clerk	E. D. Pugsley	New York
Instructions	S. C. Wheeler	New York
Contracts and Agreements	H. E. WILLARD	New York
Supervisor of Records .	F. M. Evans	New York
General Supervisor of Lines	A. S. CAMPBELL	New York

DIVISION 1 DIVISION OFFICE

Division Plant Superintendent	L. R. Jenney	New York
Division Plant Engineer	P. M. HALL	New York
Outside Plant Engineering	L. F. HAUCK (Acting)	New York
Inside Plant Engineering	F. Peters	New York
Transmission Engineering	R. H. Ross	New York
Special Assignments	J. Ivens	New York
Division Superintendent of Line Construction	W. F. Norris	New York
Chief Clerk to Division Superintendent of Line Construction	J. G. Franz	New York
Line Inspector	H. J. Olsson	New York
Line Inspector	J. O. MURPHY	New York
Division Superintendent of Equipment Construction	K. R. Allen	New York
Chief Clerk to Division Superintendent of Equipment Construction	C. A. Ewan	New York
Division Supervisor of Special Contract Service	C. Friedlander	New York
Division Chief Clerk	B. A. SMITH	New York
Division Accountant	C. F. FISHER	New York
Special Assignments	H. V. Briesen	New York
Special Assignments	H. W. EARL	New York

DISTRICT 11			
District Plant Superintendent	H. G. Spohr	New York	
District Inspector	R. WHITE, JR.	New York	
District Chief Clerk	J. Peavoy	New York	
District Line Inspector	J. A. McNanna	New York	
Chief Testboard Man	J. C. Powers	New York	
Repeater Chief	T. DOYLE	New York	
Chief Equipment Man	J. P. Phelan	New York '	
DISTRIC	T 12		
District Plant Superintendent	R. J. LISTER	New Haven, Conn.	
District Inspector	A. H. KINGMAN	New Haven, Conn.	
District Chief Clerk	W. O. CURRIER	New Haven, Conn.	
District Line Inspector	A. Kerr	New Haven, Conn.	
Chief Testboard Man	L. E. WATSON	New Haven, Conn.	
Chief Equipment Man	R. I. Dixon	New Haven, Conn.	
Chief Testboard Man	A. W. LAWSON	Hartford, Conn.	
Chief Equipment Man	J. Woodcock	Hartford, Conn.	
Chief Testboard Man	H. E. BEAUDOUIN	Stamford, Conn.	
DISTRIC	T 13		
District Plant Superintendent	C. C. QUIMBY	Boston	
District Inspector	G. G. Jones	${f Boston}$	
District Chief Clerk	F. E. Lyman	Boston	
District Line Inspector	A. A. MACDONALD	Boston	
District Line Inspector	M. SHEA	Boston	
Special Contract Service Inspector	C. T. THOMPSON	Boston	
Chief Testboard Man	G. M. Fraser	Boston	
Chief Equipment Man	P. E. TUBMAN	Boston	
Chief Testboard Man	F. H. Steele	Springfield, Mass.	
Chief Testboard Man	I. W. GERRING	Providence, R. I.	
Chief Equipment Man	G. L. Smith	Providence, R. I.	
DISTRIC	T 14		
District Plant Superintendent	E. B. Holden	Troy, N. Y.	
District Inspector	B. W. Shir-Cliff	Troy, N. Y.	
District Chief Clerk	L. A. Stamler	Troy, N. Y.	
District Line Inspector	B. J. HALL	Troy, N. Y.	
Chief Testboard Man	C. C. HICKS	Troy, N. Y.	
Chief Equipment Man	E. D. FAY	Troy, N. Y.	
Chief Testboard Man	C. L. LAWRENCE	Syracuse, N. Y.	
Chief Equipment Man	F. R. West	Syracuse, N. Y.	
DISTRICT 16			
District Plant Superintendent	M. W. Ingraham	Buffalo	
District Inspector	M. H. KUEHN	Buffalo	
District Chief Clerk	F. M. LINCOLN	Buffalo	
District Line Inspector	I. N. SMITH	Buffalo	
Chief Testboard Man	W. S. Pryor	Buffalo	
Chief Equipment Man	J. H. PAYNTER	Buffalo	

DIVISION 2 DIVISION OFFICE

Division Plant Superintendent	J. L. McKay	Philadelphia
Division Plant Engineer	H. H. NANCE	Philadelphia
Outside Plant Engineering	M. P. McCormick	Philadelphia
Inside Plant Engineering	A. H. Burns	Philadelphia .
· Transmission Engineering	A. L. Jones	Philadelphia
Division Superintendent of Line	F. E. GALBRAITH	Philadelphia
Construction		
Chief Clerk to Division Superintendent of Line Construction	E. W. Higbee, Jr.	Philadelphia
Division Supervisor of Lines	W. E. AINSWORTH	Philadelphia
Division Superintendent of Equipment Construction	C. L. Schenck	Philadelphia
Chief Clerk to Division Superintendent of Equipment Construction	T. L. Pease	Philadelphia
Division Supervisor of Special Contract Service	W. H. KLINE	Philadelphia
Division Chief Clerk	T. L. HAYES	Philadelphia
Division Accountant	A. Mueller	Philadelphia
Special Assignments	G. Mezger	Philadelphia
Special Assignments	S. H. Webster	Philadelphia

DISTRICT 21

District Plant Superintendent	H. M. Streeter	Philadelphia
District Inspector	J. A. Gilson	Philadelphia .
District Chief Clerk	J. O'D. DUNLAP	Philadelphia
Chief Testboard Man	A. G. STRICKLAND	Philadelphia
Chief Equipment Man	W. E. OLIVER	Philadelphia
Chief Testboard Man	E. W. FRY	Princeton, N. J.

District Plant Superintendent	E. R. Albrecht	Washington D C
	E. R. ALBRECHT	Washington, D. C.
District Inspector	S. I. Horn	Washington, D. C.
District Chief Clerk	W. J. SUITER	Washington, D. C.
Chief Testboard Man	W. Gladstone	Baltimore
Chief Equipment Man	H. B. Schwartz	Baltimore
Chief Testboard Man	W. S. Young	Richmond
Chief Equipment Man	W. I. FITZGERALD	Richmond
Chief Testboard Man	G. E. Hudson, Jr.	Washington, D. C.
Chief Equipment Man	T. H. ATKEISON	Washington, D. C.
Chief Testboard Man	R. N. CALVERT	Charleston, W. Va.
Chief Testboard Man	W. R. Buckley, Jr.	Lynchburg, Va.
Chief Testboard Man	H. F. FILLINGAME	Elkton, Md.

District Plant Superintendent District Inspector District Chief Clerk Chief Testboard Man	A. R. Board T. Redden A. W. Charlton C. E. Williamson	Pittsburgh Pittsburgh Pittsburgh Pittsburgh and
Chief Equipment Man Chief Equipment Man Repeater Chief Chief Testboard Man Chief Testboard Man Chief Testboard Man	H. J. LELLIOTT A. J. WOOD W. S. MARTIN W. R. McMullin P. J. SNELSON W. DEAN	Brushton, Pa. Pittsburgh Brushton, Pa. Pittsburgh Bedford, Pa. Ligonier, Pa. Erie, Pa.

DISTRICT 24

Distant and a second		
District Plant Superintendent	H. J. TALLEY	Harrisburg
District Inspector	W. L. Rowe	Harrisburg
District Chief Clerk	A. G. GOODYEAR	Harrisburg
Chief Testboard Man		
	I. A. Fager	Harrisburg
Chief Equipment Man	E. J. Peters	Harrisburg
Chief Testboard Man	J. C. HENSCHEE	Dallastown, Pa.
Chief Testboard Man	E. C. MILLER	Altoona, Pa.
Chief Testboard Man	C. W. DIEFFENBACH	Reading and
		Temple, Pa.
Chief Testboard Man	Е. М. Косн	Scranton, Pa.
Chief Testboard Man	H. C. RUPP	Shippensburg, Pa.

DIVISION 3 DIVISION OFFICE

Division Plant Superintendent	T. N. LACY	Atlanta
Division Plant Engineer	D. H. WOODWARD	Atlanta
Outside Plant Engineering	C. N. THIBAUT	Atlanta
Inside Plant Engineering	W. J. Lynch	Atlanta
Transmission Engineering	Unfilled	Atlanta
Equipment Construction	O. D. Johnson	Atlanta
Division Superintendent of Line Construction	W. I. LATTA	Atlanta
Chief Clerk to Division Superintendent of Line Construction	J. Arnold	Atlanta
Division Supervisor of Special Contract Service	E. J. Conover	Atlanta
Division Chief Clerk	J. E. FAW	Atlanta
Division Accountant	W. E. SIMPSON	Atlanta
Maintenance, Methods and Results	C. E. HARRISON	Atlanta

District Plant Superintendent	J . H. Gівв s	Atlanta
District Inspector	R. P. GLOVER	A tlanta
District Chief Clerk	O. N. Hoyt	A tlanta

Chief Testboard Man
Chief Equipment Man
Chief Testboard Man
Chief Testboard Man
Chief Equipment Man
Chief Testboard Man

J. I. MITCHINER	Atlanta
R. N. SPENCE	Atlanta
J. C. Leman	Jacksonville, Fla.
P. C. WILEY	West Palm Beach, Fla.
G. W. Brice	Key West, Fla.
S. B. WHITE	Key West, Fla.

District Plant Superintendent	J. C. Beall	Charlotte, N. C.
District Chief Clerk	H. B. Moring	Charlotte, N. C.
Chief Testboard Man	T. W. SMITH	Charlotte, N. C.
Chief Equipment Man	R. M. MILLER	Charlotte, N. C.
Chief Testboard Man	L. C. MERRELL	Denmark, S. C.
Chief Equipment Man	H. S. Boozer	Denmark, S. C.
Chief Testboard Man	E. O. Wood	Selma, N. C.
Chief Testboard Man	W. B. ALLEN	Greensboro, N. C.

DISTRICT 34

District Plant Superintendent	W. H. Barnes	Birmingham, Ala.
District Inspector	I. Kuniansky	Birmingham, Ala.
District Chief Clerk	O. H. KING	Birmingham, Ala.
Chief Testboard Man	L. B. Thompson, Jr.	Birmingham, Ala.
Chief Equipment Man	C. H. RAGLAND	Birmingham, Ala.
Chief Testboard Man	C. L. Saunders	Albany, Ala.
Chief Equipment Man	E. W. KENNEDY	Albany, Ala.
Chief Testboard Man	B. C. Hurley	Montgomery, Ala.
Chief Equipment Man	J. W. Harrison	Montgomery, Ala.
Chief Testboard Man	W. T. Naff, jr.	Mobile, Ala.
Chief Testboard Man	C. F. COUNCE	New Orleans, La.

District Plant Superintendent	J. E. GREGORY	Nashville, Tenn.
District Inspector	W. J. Shoaff	Nashville, Tenn.
District Chief Clerk	T. A. Springfield	Nashville, Tenn.
Chief Testboard Man	L. E. WHITMORE	Nashville, Tenn.
Chief Testboard Man	A. M. PITZER	Louisville, Ky.
Chief Equipment Man	W. L. Dotson	Louisville, Ky.
Chief Testboard Man	Z. P. Bowers	Memphis, Tenn.
Chief Equipment Man	J. H. Cook	Memphis, Tenn.
Chief Testboard Man	H. C. Morris	Harriman, Tenn.

DIVISION 4 DIVISION OFFICE

Division Plant Superintendent	S. HOGERTON	Chicago
Division Plant Engineer	L. W. GERMAIN	Chicago
Outside Plant Engineering	C. F. VON GUNTEN	Chicago
Inside Plant Engineering	R. O. MILLER	Chicago
Transmission Engineering	E. C. CARR	Chicago
Facility Engineering	H. F. FLORY	Chicago
Equipment Maintenance Studies	D. A. HUNTER	Chicago
Division Superintendent of Line Construction	W. K. MIGRATH	Chicago
Chief Clerk, Line Construction	S. K. BAKER	Chicago
Clerk, Cable Construction	J. B. RUTHERFORD	Chicago
Division Superintendent of Equipment	E. J. BENZING	Chicago
Construction		Charl To
Chief Clerk, Equipment Construction	B. S. Hodges	Chicago
Division Supervisor of Special Contract	H. N. BEACH	Chicago
Service		Chief Elg
Division Chief Clerk	J. W. GALLAGHER	Chicago
Division Accountant	P. C. NAUERT	Chicago

DISTRICT 41

District Plant Superintendent	C. H. KEHNROTH	Chicago
District Inspector	W. H. SCHRADER	Chicago
District Chief Clerk	H. W. G. CHURCH	Chicago
District Line Inspector	G. HARKER	Chicago
District Line Inspector	W. I. SEAVEY	Chicago
Chief Testboard Man	G. L. SALISBURY	Chicago
Chief Equipment Man	W. U. GREEN*	Chicago
Chief Equipment Man	G. E. Johnson*	Chicago
Chief Testboard Man	E. W. LABARRE	Bloomington, Ill.
Chief Testboard Man	A. F. ALLEN	Peoria, Ill.
Civily 1 concount 111 and	TAL T. LANDING	L corre, Am.

^{*} Illinois Bell Co. (Long Lines Division) Employees.

DISTRICT 42

District Plant Superintendent	S. J. EWALD	Indianapolis
District Inspector	W. C. HUGHES	Indianapolis
District Chief Clerk	R. W. BOYER	Indianapolis
District Line Inspector	T. H. HELSLY	Indianapolis
Chief Testboard Man	G. A. NANCARROW	Indianapolis
Chief Equipment Man	W. Foster	Indianapolis
Chief Testboard Man	H. E. McQuinn	Terre Haute, Ind.
Chief Equipment Man	I. F. HALSTEAD	Terre Haute, Ind.
Chief Testboard Man	A. F. GLEAVES	Evansville, Ind.
Chief Testboard Man	F. L. FREETLY	Logansport, Ind.
		No. burn 181 married to

District Plant Superintendent	U. S. SLEMMER	Cincinnati
District Inspector	E. Cutler	Cincinnati
District Chief Clerk	F. W. FORSTHOEFEL	Cincinnati

District Line Inspector	G. N. DEWITT	Cincinnati
Chief Testboard Man	F. L. BAIRD	Cincinnati
Chief Equipment Man	C. W. Burrows	Cincinnati
Chief Testboard Man	R. Russell	Columbus
Chief Testboard Man	W. E. Cutler	Phoneton, O.
Chief Equipment Man	L. E. MILEY	Phoneton, O.

District Plant Superintendent	L. J. Harter	Cleveland
District Inspector	A. H. LENZ	Cleveland
District Chief Clerk	W. H. Funston, Jr.	Cleveland
District Line Inspector	C. E. Dotson	Cleveland
Chief Testboard Man	F. E. GEBHARD	Cleveland
Chief Equipment Man	G. E. WILLIAMS	Cleveland
Chief Testboard Man	S. B. Parb	Maumee, O.
Chief Equipment Man	L. CHAPMAN	Maumee, O.
Chief Testboard Man	J. M. MULLIN	Beaverdam, O.
Chief Equipment Man	F. Murray	Beaverdam, O.
Chief Testboard Man	W. C. Burch	Cuyahoga Falls, O.

DISTRICT 45

District Plant Superintendent	R. E. RUSSELL	Detroit
District Inspector	W. Roadhouse	Detroit
District Chief Clerk	F. G. ETTER	Detroit
District Line Inspector	A. H. SPROUL	Detroit
Chief Testboard Man	J. F. HEATHERSON	Detroit
Chief Equipment Man	A. V. BELDING	Detroit
Chief Testboard Man	R. H. Hamann	South Bend, Ind.
Chief Testboard Man	E. C. Brown	Ft. Wayne, Ind.

DISTRICT 46

District Plant Superintendent	H. M. FALES	Minneapolis
District Inspector	L. W. Brehman	Minneapolis
District Chief Clerk	F. M. JACOBI	Minneapolis
Chief Testboard Man	T. R. Pratt	Minneapolis
Chief Testboard Man	F. M. BIEBLE	Tomah, Wis.
Chief Testboard Man	C. A. Johnson	Milwaukee

District Plant Superintendent	P. K. Harlan	Omah a
District Inspector	P. E. GRISWOLD	Omaha
District Chief Clerk	G. G. Young	Omah a
District Line Inspector	C. N. Bunch	Omaha
Chief Testboard Man	E. T. Munroe	Omah a
Chief Equipment Man	F. J. HARDY	Omaha

Chief Testboard Man	J. J. KENNEDY	Dec Maines I
Chief Testboard Man	P. G. Rush	Des Moines, Ia.
Chief Testboard Man	L. A. VANGILDER	Davenport, Ia. Burlington, Ia.
Chief Testboard Man	F. C. MARINAN	Waterloo, Ia.
•		Waterioo, Ia.
DIVISI	ON 5	
Division	Office	
Division Plant Superintendent	G. H. QUERMANN	St. Louis
Division Plant Engineer	L. L. LUEKING	St. Louis
Outside Plant Engineering	C. L. FONTANA	St. Louis
Inside Plant Engineering	H. C. Sexton	St. Louis
Transmission Engineering	M. K. VARNER	St. Louis
Division Superintendent of Line Construction	C. J. McGuire	St. Louis
Chief Clerk to Division Superintendent	J. C. Barnard	St. Louis
of Line Construction		
Division Supervisor of Special Contract Service	F. C. NITSCHE	St. Louis
Division Chief Clerk	C. W. JEEP	St. Louis
Division Accountant	J. A. Daniels	St. Louis
DISTRIC	CT 51	
		2. T .
District Plant Superintendent District Inspector	W. G. NEBE	St. Louis
District Chief Clerk	L. P. VAN HOUTEN M. H. Stiegemeier	St. Louis
District Line Inspector	T. C. VERMILLION	St. Louis
Chief Testboard Man	A. Koch	St. Louis St. Louis
Chief Equipment Man	J. M. Murry	St. Louis
		3 W
DISTRIC	JT 52	
District Plant Superintendent	G. S. Dring	Kansas City, Mo.
District Inspector	W. E. LIMBOCKER	Kansas City, Mo.
District Chief Clerk	R. L. Hughes	Kansas City, Mo.
District Line Inspector	E. O. Brown	Kansas City, Mo.
Chief Testboard Man	L. Haislip	Kansas City, Mo.
Chief Equipment Man	J. L. BAUERS	Kansas City, Mo.
Chief Testboard Man	A. W. KNIGHT	Joplin, Mo.
Chief Testboard Man		klahoma City, Okla.
Chief Testboard Man	T. M. Fariss	Tulsa, Okla.
Chief Testboard Man	J. E. Boyce	Wichita, Kans.

District Plant Superintendent	S. McDougall	Denver
District Inspector	C. C. TAYLOR	Denver
District Chief Clerk	I. R. COLBY	Denver
Chief Testboard Man	W. N. Hopkins	Denver
Chief Testboard Man	W. J. Powers	Garden City, Kans.*
Chief Equipment Man	H. C. LA CHAPELL	E Denver

[•] Located in District 52.

TRAFFIC DEPARTMENT

General	Traffic	Manager
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J. L. R. VAN METER

New York

GENERAL OFFICE

Assistant General Traffic Manager	E. A. Gray	New York
Circuit Engineer	C. O. RAWALT	New York
Circuit Layout Engineer	K. S. Forbes	New York
Layout Section 1, 1A	F. E. BUNBURY	New York
Layout Section 2, 2A, 5	P. S. Farrar	New York
Layout Section 3, 3A	E. B. BARKER	New York
Layout Section 6	W. E. Smyth	New York
Layout Section 4	B. B. LINDSAY	New York
Assistant	E. A. Sageman	New York
Layout Statistics	Miss E. A. Gillen	New York
Routing	Miss M. A. Hourihan	New York
Traffic Arrangements	Miss M. W. Woodruff	New York
Equipment Engineer	E. A. Bredt	New York
Equipment Estimates	G. W. Turner	New York
Equipment Section 1	O. K. Tabor	New York
Equipment Section 2	J. W. Rab y	New York
Equipment Section 3	L. B. SAVACOOL	New York
Special Studies	J. C. LEYPOLDT	New York
General Traffic Supervisor	C. H. HADLOCK	New York
Force Adjustments and Costs	A. W. Morse	New York
Force Adjustments and Costs	J. W. Morton	New York
Service Studies	C. H. GILBERT	New York
Service Observations	W. T. MARTIN	New York
Operating Practice and Training Courses	E. J. Padmore	New York
Operating Practice	W. G. SLOCUM	New York
Training Courses	Miss J. I. Henderson	New York
Training Courses	Miss E. L. Myers	New York
Training Courses	Miss A. A. Harlan	New York
Training Courses	MISS S. A. RIDDELL	New York
General Employment Supervisor	H. Thomas	New York
General Methods Supervisor	H. M. Dayton	New York
Departmental Instructions and Traffic Accounting	W. HOTHAN	New York
Instructions	F. U. Shugar	New York
Traffic Accounting	F. E. Bridges	New York
Statistical Records and Reports	Miss A. C. Priem	New York
General Office Service	Miss E. A. Wolff	New York

DIVISION 1—DIVISION OFFICE

Division Traffic Superintendent	J. S. Bridger	New York
Division Traffic Supervisor	C. E. Cole	New York
Traffic Supervisor	A. R. Niederhauser	New York
Traffic Supervisor	F. W. LEYPOLDT	New York
Assistant Traffic Supervisor	Miss R. E. Plunkett	New York
Division Instructor	Miss M. L. Reed	New York
Chief Instructor	Miss E. E. Dingwall	New York

Division Chief Clerk	
Division Employment Supervisor	
Employment Supervisor	
Lunch Room Supervisor	
Chief Welfare Supervisor	
Division Traffic Engineer	
Traffic Supervisor	

J. B. GOODMAN	New York
F. R. NICHOLS	New York
MISS H. E. WATERMAN	New York
MISS C. B. RICHARDSON	New York
MISS H. S. WIEGET	New York
A. J. McClelland	New York
S. A. GEER	New York

District Traffic Superintendent (District A)	J. C. COVERT	New York
Chief Operator	Miss G. K. Dillon	New York
Chief Operator	Miss A. Noon	New York
Chief Operator	MISS A. A. CASSIDY	New York
Service Supervisor	R. L. KEITH	New York
District Traffic Superintendent (District B)	A. F. KELLEY	New York
Chief Operator	MISS E. PAGE	New York
Chief Operator	MISS E. RUNDQUIST	New York
Service Supervisor	J. W. THOMPSON	New York
Facilities Supervisor	C. O. Snow	New York
Chief Operator	MISS H. D. LOUCKS	Lansingburg, N. Y.

DISTRICT 12

District Traffic S	Superintendent	J. F. ODERMAN	Boston
District Chief	Clerk	T. J. KILLIAN	Boston
Chief Operator	december 1 - I early	MISS A. T. TONER	Boston
Traffic Superv	isor	M. B. Crossman	Boston
Traffic Superv	isor	E. G. MILLER	Boston
Traffic Superin	ntendent	A. H. KENYON	Providence, R. I.
Chief Clerk		S. A. HAMMETT	Providence, R. I.
Chief Opera	tor The Man Man Man	Miss M. M. Cullen	Providence, R. I.

DISTRICT 13

District Traffic Superintendent	C. V. D. BOLTWOOD	Buffalo
District Chief Clerk	MISS M. H. RAST	Buffalo
Chief Operator	Miss J. G. Percy	Buffalo
Chief Operator	MISS M. E. MCAULIFFE	
	Onondaga	Valley, N. Y.

DIVISION 2

Dry	ISION OFFICE	
Division Traffic Superintendent	J. P. WADHAM	Philadelphia
Traffic Supervisor	D. W. MAY	Philadelphia
Traffic Supervisor	F. S. TWOMEY	Philadelphia
Division Traffic Supervisor	W. N. SHERWELL	Philadelphia
	11	

Traffic Supervisor
Traffic Supervisor
Traffic Supervisor
Division Service Observer
Division Welfare Supervisor

District Traffic Superintendent
Service Supervisor
Service Supervisor
Facilities Supervisor
Assistant Traffic Supervisor
District Chief Clerk
Chief Operator
Chief Instructor
Chief Operator
Chief Operator
Chief Operator

W. C. Blanchard, Jr.	Philadelphia
W. J. HERRMANN	Philadelphia
J. E. HAWKINS	Philadelphia
R. W. CATHELL	Philadelphia
E. Cope, Jr.	Philadelphia
Miss K. S. Spielberger	Philadelphia
Miss N. M. Bolton	Philadelphia
Miss A. V. Gledhill	Philadelphia
MISS B. A. SAGER New	town Square, Pa.
Miss C. A. Wink	Reading, Pa.
Mrs. M. D. Sechrist	Dallastown. Pa.

DISTRICT 22

District	Traffic Superintendent
Clerk	
Chief	Operator
Chief	Operator

CHAS. L. BROWN	Richmond
Miss J. S. Latham	Richmond
Miss E. C. Dew	Richmond
Miss L. R. Saunders	Covington, Va.

DISTRICT 23

D	istrict Traffic Superintendent
	Traffic Supervisor
	Welfare Supervisor
	District Chief Clerk
	Chief Operator
	Chief Instructor
	Chief Operator

G. B. BAYLY	Pittsburgh
F. E. SIEBEN	Pittsburgh
Miss I. B. Young	Pittsburgh
Miss I. M. Evans	Pittsburgh
Miss E. J. Seiling	Pittsburgh
Miss A. L. Reimers	Pittsburgh
Miss M. C. Robinson	Brushton, Pa.

DIVISION 8 DIVISION OFFICE

Division Traffic Superintendent
Division Instructor
Division Traffic Engineer
Division Chief Clerk

J. J. Moriarty	Atlanta
Miss M. Vest	Atlanta
D. S. Springer	Atlanta
G. L. SMITH	Atlanta

District Traffic Superintendent District Chief Clerk Chief Operator Chief Operator Chief Operator	S. C. COWLES MISS M. C. SMITH MISS I. ROBERTS MISS R. RAY MRS.M.J.PAINTER	Jacksonville, Fla. Jacksonville, Fla. Jacksonville, Fla. Denmark, S. C. West Palm Beach, Fla.
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DISTRICT 33

District Traffic Superintendent District Chief Clerk Chief Operator Chief Operator	A. B. Doolby Miss R. Steen Miss M. Shough Mrs. L. Crabill	Montgomery, Ala. Montgomery, Ala. Montgomery, Ala. Albany, Ala.
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DISTRICT 34

District Traffic Superintendent District Chief Clerk Traffic Supervisor Chief Operator Chief Instructor Chief Operator	A. H. GUYOT MISS L. F. JONES R. E. DEAVER MISS L. M. PRIDDY MISS L. E. BOND MISS C. BENNETT	Memphis, Tenn. Memphis, Tenn. Memphis, Tenn. Memphis, Tenn. Memphis, Tenn. Nashville, Tenn.
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DISTRICT 35

District Traffic Superintendent District Chief Clerk	F. J. Summers Miss I. L. Feierabend	Louisville, Ky. Louisville, Ky.
Chief Operator	Miss E. Burkey	Louisville, Ky.
Chief Operator	Miss A. G. Estes	Georgetown, Ky.

DIVISION 4

DIVISION OFFICE

Division Traffic Superintendent Division Traffic Supervisor Division Service Observer Division Traffic Engineer Division Chief Clerk	B. C. Bellows F. W. Bora Mrs. M. Edwards N. N. White E. S. Morrison	Chicago Chicago Chicago Chicago Chicago
Division Chief Clerk	E. S. Morrison	Chicago

District Traffic Superintendent	Howard Church	Chicago
Service Supervisor	E. W. LEE	Chicago
Facilities Supervisor	R. M. QUIRK	Chicago
Traffic Supervisor	R. L. HOLDEN*	Chicago
District Chief Clerk	II. Sett	Chicago
Employment Supervisor	Miss F. F. Westby*	Chicago
Chief Operator	Miss L. Kehoe*	Chicago
Chief Instructor	Miss L. Merkle*	Chicago
Chief Operator	Miss B. Doran*	Morrell Park, Ill.

^{*} Illinois Bell Co. (Long Lines Division) Employees.

District Traffic Superintendent	J. V. Bell	Indianapolis
District Chief Clerk	Mrs. D. A. Boyer	Indianapolis
Chief Operator	Miss F. Mooney	Indianapolis
Chief Operator	Miss J. C. Woehler	Evansville, Ind.
Welfare Supervisor	Miss L. R. LeForge	Indianapolis

DISTRICT 43

District Traffic Superintendent	S. H. DICKINSON	Minneapolis
District Chief Clerk	Miss R. J. Ettner	Minneapolis
Chief Operator	Mrs. E. Lindahl	Minneapolis
Chief Operator	Mrs. C. M. Free	Davenport, Ia.
Chief Operator	Miss B. Timberlake	Omaha

DISTRICT 45

District Traffic Superintendent	R. H. Albach	Milwaukee
Chief Operator	Miss V. Stollberg	Milwaukee
District Chief Clerk	Miss M. M. Hall	Milwaukee

DIVISION 5 DIVISION OFFICE

Division Traffic Superintendent	Wm. A. Brenner	St. Louis
Division Traffic Engineer	H. L. Hosford	St. Louis
Assistant Traffic Supervisor	Miss E. Hunter	St. Louis
Traffic Supervisor	Miss H. C. Rumsey	St. Louis
Division Instructor	Miss Anna E. Schnaus	St. Louis
Division Chief Clerk	Miss O. La Brier	St. Louis

DISTRICT 51

District Traffic Superintendent	F. E. ALLEN	St. Louis
Traffic Supervisor	A. F. BEAR	St. Louis
District Chief Clerk	Mrs. L. Hannum	St. Louis
Chief Operator	Mrs. C. H. HAVENER	St. Louis

	SILLOI UZ .	
District Traffic Superintendent	C. W. GEBHARD	Kansas City, Mo.
Traffic Supervisor	F. E. MARONEY	Kansas City, Mo.
District Chief Clerk	Miss M. Jackson	Kansas City, Mo.
Chief Operator	Miss N.E.Burgoyne	Kansas City, Mo.
Chief Operator	Mrs. A. Seewald	Joplin, Mo.
Chief Operator	Miss A. M. Veail	Wichita, Kans.
Chief Operator	Mrs. L. Stansel Ok	lahoma City, Okla.
Chief Operator	Miss C. Nelson	Tulsa, Okla.

DIVISION 6

DIVISION OFFICE

Division Traffic Superintendent
Division Traffic Supervisor
Traffic Supervisor
Division Instructor
Division Service Observer
Division Traffic Engineer
Division Chief Clerk

FREDERICK UHL	Cleveland
N. D. PEASE	Cleveland
D. M. SLYH	Cleveland
MISS S. E. PEARSE	Cleveland
MISS L. DRAGESER	Cleveland
E. A. HOFFMAN	Cleveland
H. W. HUGHES	Cleveland

DISTRICT 61

District Traffic Superintendent
Service Supervisor
Facilities Supervisor
Traffic Supervisor
Welfare Supervisor
District Chief Clerk
Chief Operator
Chief Instructor
THE RESIDENCE OF STREET

H. A. LEEPER	Cleveland
A. E. HENRY	
	Cleveland
A. C. ZELLER	Cleveland
S. A. VAIL	Cleveland
MISS M. L. BLACKMORE	Cleveland
B. O. McCall	Cleveland
Miss J. O'Riley	Cleveland
MISS C. G. MOORHEAD	Cleveland

DISTRICT 62

1	District Traffic Superintendent
	District Chief Clerk
	Chief Operator
	Chief Instructor
	Welfare Supervisor
	Chief Operator
	Chief Operator

E. L. KANE	Cincinnati
MISS I. PALMER	Cincinnati
MISS M. KINGSLEY	Cincinnati
MISS M. KAURISH	Cincinnati
MISS M. KOVERMAN	Cincinnati
MISS A. DETRICK	Phoneton, O.
MISS L. M. CASKEY	Cambridge, O.

DISTRICT 63

District Traffic Superintender	nt
District Chief Clerk	
Chief Operator	
Chief Operator	

A. Y. McLain	Toledo
Mrs. M. I. Love	Toledo
Mrs. M. Stotz	Toledo
Miss L. B. Church	Maumee, O.

J. E. HARRELL	Detroit
W. F. HOLT, JR.	Detroit
MISS M. A. BENSON	Detroit
MISS L. E. FERGUSON	Detroit
MISS E. M. BENSON	Detroit
MISS K. WEHNER	Detroit
	W. F. Holt, Jr. Miss M. A. Benson Miss L. E. Ferguson Miss E. M. Benson

ENGINEERING DEPARTMENT

Engineer	J. J. Pilliod	New York
Facilities Engineer	W. J. Hoar	New York
Facilities	W. J. Lempke	New York
Estimates	G. Z. MACLARY	New York
Circuit Requirements and Studies	C. C. SLOCUM	New York
Engineer of Inside Plant	F. D. RICHARDSON	New York
Central Office Engineering	T. W. GEARY	New York
Central Office Engineering, Switchboards	H. A. GOLDNER	New York
Special Assignments	E. S. C. MAY	New York
Equipment Methods and Costs	A. W. Post	New York
Space and Equipment Studies	R. A. Renshaw	New York
Building s	J. F. Steele	New York
Engineer of Transmission	E. C. BOWMAN	New York
Transmission Studies and Carrier Current Systems	H. S. FOLAND	New York
Transmission Studies, Circuit Layout and Repeaters	I. E. LATTIMER	New York
Inductive Interference	S. B. Graham	New York
Engineer of Outside Plant	H. S. PERCIVAL	New York
Pole Line Methods and Material	E. B. GRIFFIN	New York
Cost Studies	F. H. GUNKEL	New York
Cable and Conduit Methods	R. C. Silvers	New York
*Telegraph Engineering	R. N. NICELY	New York
Special Toll Cable Studies	R. L. WERDEN	New York
Chief Clerk	F. C. SALISBURY	New York
• In charge during abs	ence of Engineer	

LEGAL DEPARTMENT

General Solicitor	C. M. Bracelen	New York
Attorney	F. R. Elsasser	New York
Division Attorney	D. H. FRAPWELL	New York
Division Attorney	L. G. REYNOLDS	Philadelphia
Assistant Division Attorney	H. Flumerfelt	Philadelphia
Division Attorney	W. H. LAWSON, JR.	Atlanta
Division Attorney	D. F. HALL	Chicago
Assistant Division Attorney	F. Quigley	Chicago
Division Attorney	P. B. Behr	St. Louis
Attorney	S. W. Hopkins, jr.	New York

TAX DEPARTMENT

Tax Attorney	A. E. HOLCOMB	New York
Secretary	Miss M. L. Metcalfe	New York

FINANCIAL DEPARTMENT

Assistant Treasurer	F. Powell	New York
Chief Clerk	H. F. OGDEN	New York
Cashier	J. J. Frech	New York

ACCOUNTING DEPARTMENT

Auditor	C. Morsack	New York
Disbursement Methods	H. L. WLODECK	New York
Methods Supervisor	ROBERT BRUCE	New York
Revenue and Miscellaneous Methods	F. W. Elmendorf	New York
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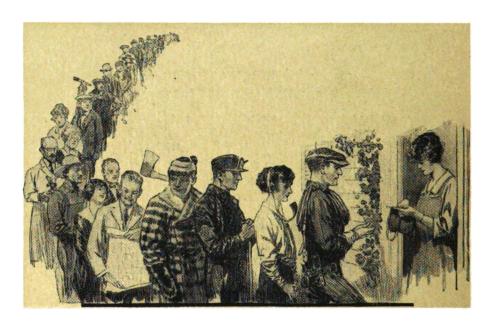
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If the subscriber paid direct

Suppose that every Monday morning all the people who have a hand in furnishing your telephone service came to your door for your share of their pay. From the telephone company itself would come operators, supervisors, chief operators, wire chiefs, linemen, repairmen, inspectors, installers, cable splicers, testboard men, draftsmen, engineers, scientists, executives, bookkeepers, commercial representatives, stenographers, clerks, conduit men and many others, who daily serve your telephone requirements, unseen by you.

There would be tax collectors to take your share of national, state and municipal taxes, amounting to over forty million dollars. There would be men and women coming for a fair return on their money invested in telephone stocks and bonds—money which has made the service possible.

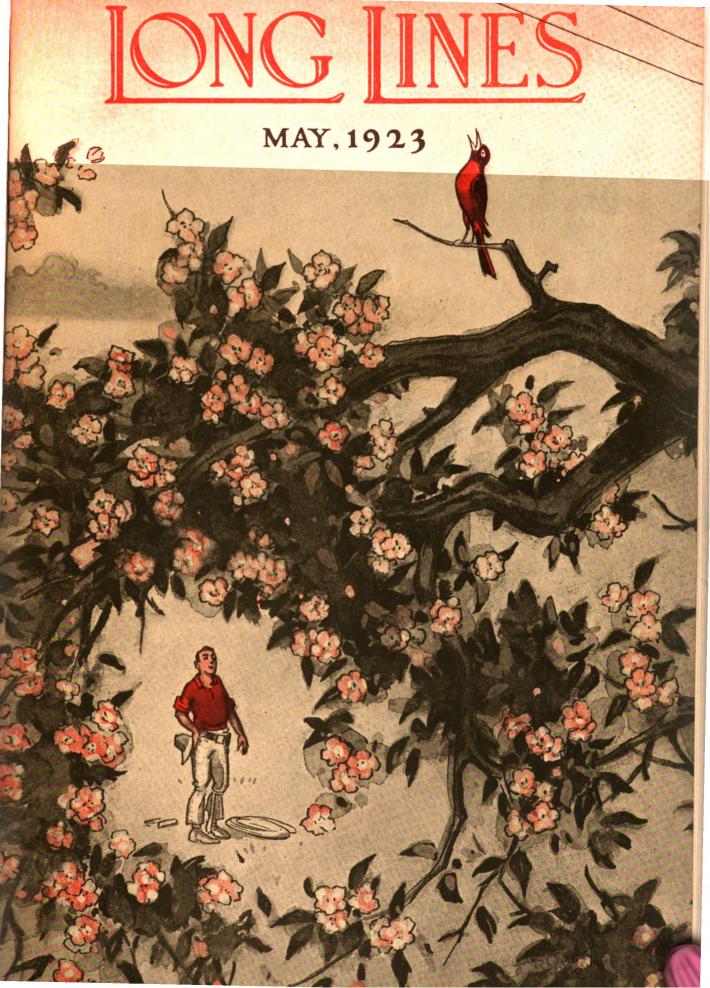
Then there are the people who produce the raw materials, the supplies and manufactured articles required for telephone service. They would include hundreds of thousands of workers in mines, smelters, steel mills, lumber camps, farms, wire mills, foundries, machine shops, rubber works, paint factories, cotton, silk and paper mills, rope works, glass works, tool works, and scores of other industries.

When you pay your telephone bill, the money is distributed by the company to the long line of people who have furnished something necessary for your service. The Bell System spares no effort to make your service the best and cheapest in the world, and every dollar it receives is utilized to that end.

"Bell System," American Telephone and Telegraph Company and Associated Companies



One Policy, One System Universal Service, and all directed toward Better Service





Our Cover Artist Speaks for Himself

"MR. EDITOR: This is the autographed portrait of myself which I promised. I send it to show my eagerness to take advantage of the opportunity of a lifetime. For years I have wanted to smile back at the girls whose 'voices with the smile' have so often been appreciated—and yet talking with them isn't allowed. Please tell them thank you for me.

-Forbell"

ONG LINES



MOTHERS

AY 13 is Mother's Day. So we are glad indeed to devote our editorial space and the following several pages to a few of the mothers whose loving ministrations keep many a Long Lines man and woman in good health and cheer—and "bucked up" to master the occasional setbacks of workaday life.

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. II T. T. COOK, EDITOR MAY, 1923

STRAWBERRY SHORTCAKE OLD FASHIONED

One of Our Operators, Who Prefers to Remain Anonymous, Sketches Appealingly a Long Lines Mother and Daughter

OTHER starts the day for you by broadcasting, from the foot of the stairs: "Oh, Mau-aud! Time to get up!"

This, repeated several times with rising inflection, rouses you to a witty response. "I hear you calling me," you warble.

"All right. Get up, now." She knows about those occasional forty winks more.

Getting dressed takes a lot of time; so much, in fact, that Mother again clarions from below: "Oh, Maud! When will you be ready for breakfast?"

"Ten minutes, Ma."

Elapsed time, 15 minutes, when you put your feet under the table, and Mother brings in the toast and eggs and coffee, nice and hot. You set upon the food with all the speed acquired by eating lunch in the last ten minutes of your lunch hour. Mother watches in visible disapproval.

"Maud, you do eat terribly fast. No wonder you're always complaining."

No defense. You're thinking that blouse you want to wear today is badly wrinkled. Ma is an excellent valet.

"Oh say, Ma, will you be pressing that blouse for me?"

Ma replies in gentle sarcasm.

"I'd just love to, Maudie. Some day I'm going to send in my bill for cleaning and pressing."

"Aw, you wouldn't do that, now, would you, Ma?" you tease, pulling her ear.

Just the same, Ma presses the blouse. You promise to lay it off tomorrow so it can be laundered. When you're all ready to go, Ma's fastidious eye sees another flaw in the ensemble.

"My goodness, Maud, the dust on your hat! Here, let me brush it."

Finally, you pass inspection. Ma watches you go down the walk at a gallop.

"Come home early tonight," she calls.

"All right. I will," you promise.

But about the middle of the afternoon "us girls" decide to stay downtown to dinner and a show. You call Mother, and advise her of your plans.

"Oh, Maud"—she is so disappointed— "I'm going to have strawberry shortcake for supper. I wish you'd come home."

Mother's strawberry shortcake! How can you pass that up? But the girls insist, so you dine that night on chicken chow mein at a fancy little Chinese place.

Afterward, a movie. The picture is one in which a self-sacrificing mother plays a prominent part—too prominent for comfort. You sit through the show with tears in your eyes, and an awful chunk in your throat, as the pictured incidents recall similar ones in your remembrances of Ma.

When the show is over, you lose no time getting home. Suppose something should happen to Ma before you get home! Suppose she were not there to scold you for getting in late! You are in a painful state



of self-reproach by the time you mount the steps of the old homestead.

Ma hears you coming and opens the door. "It's awfully late, Maud. I wish you wouldn't stay out so late."

You look at the tired face. It's a minute

or so before you speak.

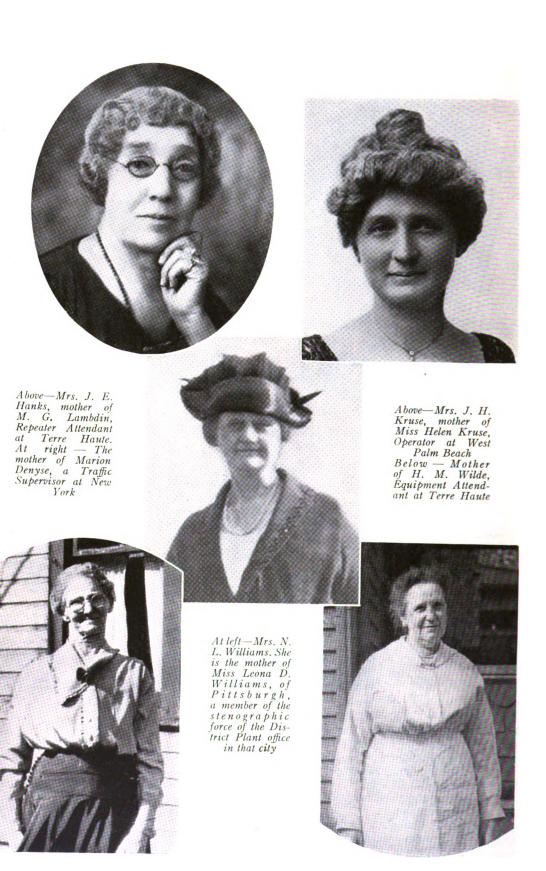
"Gee, Ma, I'm glad to hear you say that." You mean you're glad she's there to say it.

Ma misinterprets or pretends to.

"Never mind the sarcasm. How was the show?"

"Fine. It was about a mother, and she reminded me of you."

"Well, I'll have to see that show. Come out in the kitchen, Maud. I saved you some of the shortcake."

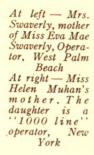


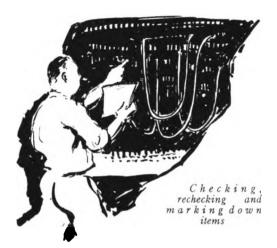
"MOTHER O' MINE"

"All That I am, All That I Ever Hope to be, I Owe to My Angel Mother," Said Lincoln. It Holds True for Each of Us

At right—In this picture appears Mrs. M. V. Timberlake. Miss Blanche Timberlake, her daughter, is Chief Operator in the Long Lines Traffic office at Omaha, Neb.

Above — This is Mrs. Annie Burkey. Her daughter, Miss Elba Burkey, is a member of our Louisville, Ky., Traffic force and holds the position of Chief Operator at that place





E. A. Hilborn, Transmission Tester, New York, Picks Up Thread of Story, "I'm a Cir-

cuit Order" and Carries On

BLUE BLOOD

WILL TELL

LTHOUGH the progeny of a blue-blooded mother, we, the plebeian children of Circuit Order, came very near being forgotten. To quote our mother, who dismissed us without a thought, she says, "Copies of me were put in envelopes and sent to all stations concerned and I—the original—was placed in a file where I am now and probably will remain."

To all outward appearances our mother did not care *much* what happened to us after we left her, but such is not the case. She will keep pretty close tabs on us until our work is completed and we too are in a file. A file, let us explain, is the last resting place of all good circuit orders, but we have a multitude of duties to perform before going there.

Our lives and troubles begin when we are "sent to all stations concerned" accompanied by the circuit layout card gang.

Upon our arrival at the various destinations our message to an awaiting Plant is delivered. Mr. Division Plant looks us over, checks the items in which he is interested and lays us aside until he hears that our work is completed. Mr. District Plant looks at a number of us and then passes us around to several Mr. Testboards and Mr. Transmissions. Mr. Testboard looks us over, sees our message, and spends considerable time checking, re-checking, and marking down items that finally appear as wiring changes necessary before we can do our duty.

We have cautioned Mr. Testboard that he must confer with Mr. Controlling Office before he makes any changes. He therefore must get in touch with several Mr. Testboards in order that our work will go along smoothly. They decide when they can best help us along. It is with some misgivings that we hear them set a date, as we have already heard from our cousins that some one of them is almost sure not to be ready and some one else who is interested will not get the notification.

The various Mr. Testboards must check line and cable conductors, equipment, etc., and it is often many days after Mr. Testboard sees us before he is able to get the right combination at all points to enable us to do our work. A lineman is required here to make a throw, an equipment man is needed at some test station to cut in or cut out some equipment, some particular section is suffering from a line break, some office has not yet received its supply of various pieces of equipment, and so on.

We begin to see that each one of us is mixed up in changes, the nature of which we never dreamed. Surely we must be of the utmost importance to create such an impression. We will now throw out our chests and say that we "go in, as is."

The wiring changes are given to Mr. Equipment to be rewritten in terms of "Take Out" and "Cross Connect." Mr. Equipment does not see us but before he completes his part he is well acquainted with our message. He gets out card after card in an effort to locate spare equipment of the proper type and often has to make changes in equipment that is already in service to secure it. We had no idea that we would cause so many complications and do not feel as light-hearted as we did.

We now can see that I tem 1 calls for a ringer and a phantom coil. In order to get the ringer, it will be necessary for Mr.

Equipment to change an entire repeating coil group. Item 2 calls for some particular type of phantom coil. There are plenty of coils but no spare interframe conductors to get the coil to the testboard on which the circuit will be put. Another coil change will be necessary to clear interframe conductors. Item 3 states that some circuit is to be used with a repeater, but there is no spare jack space to wire it in. One or two special loops



He gets out card after card

and a spare drop must be moved, and so on down the list. Mr. Equipment has a method of surmounting all these obstacles and we breathe much easier when he gets everything straight.

The fateful day with its zero hour comes at last.

Word is passed that all are ready to help, but we still have that queer feeling that tells us that some one has not been notified or that some one is not quite ready. It seems to us that everything is in the balance.

Mr. Controlling Office gives the word and "they are off!" There is a flashing of hot irons, the smell of burning solder and rubber, much ringing and more talking, the noise of running wire through frames and the deft wielding of patching cords. Presently we hear that we are "in effect." A good portion of our work has been done and we can breathe again for a change.

But not for long. Mr. Transmission hears that we have gotten along well and, as we have already told him what he must do, he gets out the circuit layout gang and starts his part. We have told everyone that we must let our mother hear within five from us days and the time starts count right now. Transmission gets a great deal of information, such as repeater gains, overall equivalents and figures for 21 test results. He gets

the various Mr. Repeatermen to adjust to their authorized gains; finds that at some stations no repeaterman is on duty; gets through to the distant end and brings into play his Three-loop Measurement.

We are feeling fine to think that everything is getting along so nicely, when we suddenly get a jolt that all but puts us out of business. Mr. Transmission, upon asking for a 21 test at some point, finds that we had in reality been forced "into effect" by the use of our helpmate—the patch cord.

This time it nearly proved to be our undoing. Result: Mr. Transmission must repeat some of the measurements after permanent cross connections have been put in. What did we tell you? That funny feeling was not for nothing. We are thankful, however, that our mother is in quiet repose while we are bucking the line for all we are worth.

Mr. Transmission is not discouraged, as you might think. Instead, he takes another item that has been completed and for a time gets along fine. True, he does not always get 21 test results, but he leaves word for Mr. Regularman to forward them by wire. Now and then he finds some station that did not know about the changes that were being made, but no delay in particular was exper-



about half through some test that involves a very complicated three-loop measurement, when a bell rings and Mr. Traffic advises that owing to "delayed business" and "circuit shortage" he must have the circuits Mr. Transmission has been using to make his test.

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Our hopes fall. How can we ever get word to our mother when such handicaps are always springing up! Mr. Transmission releases everything as he can do nothing unless he has all the circuits. We hear him say that we will have to lay over until the day after tomorrow before he can do anything more as tomorrow is co-operative routine day and nothing can interfere with that.

We are very well acquainted with Mr. Transmission before he does all he can for us. We feel sure, however, that he does not keep us on account of any friendship and that, in fact, he is doing his best to get rid of us. Even after we know this, we are in sympathy with him as we see the problems he must solve. On the other hand we realize that, once Mr. Testboard notifies our mother that we have started our work, we should let her hear from us inside of a

week lest she be worried. You must know how it is, though. When one is so busy one never seems to be able to write.

That is our case. We have to contend with traffic loads, circuit shortage, bad weather, line and equipment trouble, wrong connections, busy operators, delayed telegrams and even sickness. Our only ally seems to be Mr. Transmission and he depends upon his friend Three-loop Measurement.

•

During the next few days Mr. Transmission succeeds in getting all his measurements and balance tests together and forwards them as our message to our mother. We know that her heart would have ached for us could she have known of our trials, but we keep our troubles from her as much as possible and the message we send is on clean, white paper that shows no trace of a struggle.

In the meantime Mr. Division Clerk, Mr. District Clerk, Mr. Testboard and Mr. Transmission get the circuit layout card gang checked and filed, and we, the wandering children, are marked "Completed" and filed—good circuit orders that have done their work well.

"I'M IN A HURRY"

T was a quarter after two o'clock Saturday afternoon, April 7, when Max Schultz, a former Division 4 line gang foreman and now section lineman at Fort Wayne, Ind., entered the Randall hotel, where he was temporarily staying.

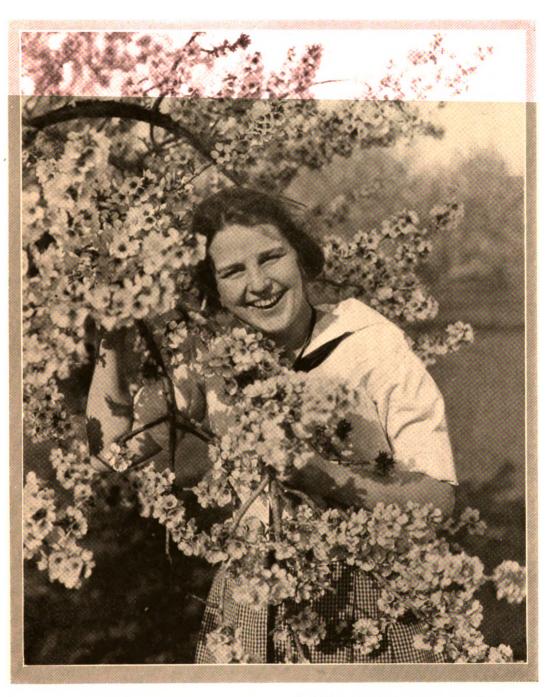
"Call the station," greeted the clerk. Max called the station and was told that wire number 24, Fort Wayne loop, was swinging to an Indiana Bell Company wire and that the location was about pole 32.

"All right, I'll get it," was his prompt and cheery reply and back went the receiver on the hook.

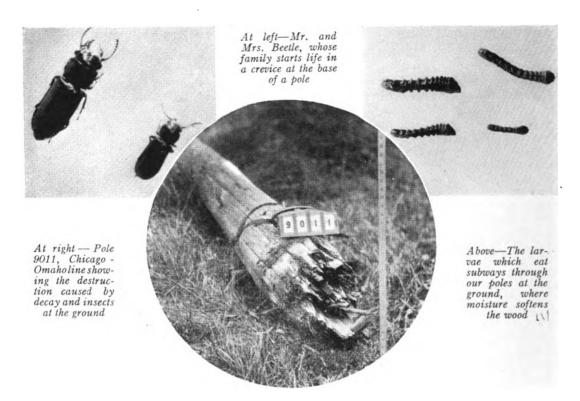
At three o'clock Max opened the door of the testroom wide enough to show his face and reported that he had pulled the slack out of number 24 at pole 32 and added: "I'm in a hurry, I have an engagement at four o'clock."

The engagement proved to be his wedding to Miss Coral Shafer of Continental, Ohio. It had been originally scheduled for 3:30 p. m., and was being kept very quiet.

It certainly takes a strong sense of duty to let the bride wait at the altar while you clear a case of trouble, especially one which the testboard man would have secured some one else to clear had he known what was in the air. Congratulations to Mr. and Mrs. Schultz are surely in order.—C. L. P., Fort Wayne, Indiana.



"Among the changing months, May stands confest the sweetest, And in fairest colors dressed."



How David Bug Attacks Goliath Pole

By E. B. Griffen, Engineering

T this season of the year the pole inspectors are out on the lines to determine the condition of the poles. After an untreated pole has been in a line for eight or ten years, the wood deteriorates to an extent which requires that a careful examination be made to assure that the line will have the required strength. The greatest deterioration usually occurs just at or below the surface of the ground and the extent to which a pole may be weakened is not apparent to a casual observer.

The principal causes of deterioration are decay fungi, (a low form of plant life) and insect larvae (small, soft, white worms with hard brown heads). Both of these cut tunnels from the surfaces of the poles into the wood, feeding on the timber. This decreases the strength of the pole as the fungi and larvae spread and if not watched, and the poles removed when the deterioration has progressed to a pre-determined extent, the pole would in time be entirely

cut or rotted off by these little agents. Approximately 400,000 poles are in-

Approximately 400,000 poles are inspected for these conditions each year in the Long Lines Plant. A shallow excavation is made about each pole and the deteriorated wood removed. Measurements are made when necessary, to determine whether there is a sufficient amount of good wood remaining to carry the normal sleet or wind loads which may be expected to occur in the neighborhood of the line.

The structure of wood consists essentially of a large number of very small tubes tapered at each extremity and stacked one above the other on end. A layer of these tubes is added to a growing tree each year between the bark and trunk. The wood grows more rapidly in the spring than in the summer and the tubes which form in the early part of the year's growth are in general larger, with thinner walls, than those which form during the warmer months. The shape, size and arrangement of the tubes is different for each kind of timber, which accounts for different

MAY, 1923 ONG INES

properties, such as strength, durability, etc. In many woods some of the tubes are in horizontal positions radiating from the center of the tree. Many of the tubes are so small that they cannot be seen without a magnifying glass. Others are large enough to form markings, known as the grain, noticed on boards cut from the tree.

Fungi are a group of plants of which the most familiar are the mushrooms and toadstools. The seeds known as spores form under the umbrella-shaped part of the plant and are detached and carried about by the wind. They are so small that they usually cannot be seen and due to their light weight are carried great distances. When they lodge where food, moisture, warmth and air are available they grow, shooting out minute roots which spread rapidly into the material to which the spores have become attached. The toadstool, or fruiting

part of the plant, does not develop until an extensive root growth has been established. In many varieties the fruiting part takes the form of a small shelf, usually of dull brown or gray color, but in some cases it may be of a bright yellow, red or other tint.

The parents of the white larvae or worms, that are commonly found in the poles, are small, hard, brown beetles. Apparently the moisture absorbed from the ground by the wood softens it and assists the larvae in the tunneling work, for the tunnels and worms are found almost exclusively at or near the ground. By instinct the mother beetle starts a relatively large family in a protecting "season check" or crevice in a pole

at the surface of the ground.

The larvae, when they first h

The larvae, when they first begin to work their way into the pole, are not much larger in diameter than a common pin, and are about one fourth its length. When full grown they may be as large as a quarter of an inch in diameter and over an inch in length. They bore tunnels in every direction, working in general toward the center of the pole until they are full grown, when they come to a point near the surface, hollow out a small chamber in the wood and in it are transformed into a beetle. The beetle quickly cuts its way out of the pole and migrates.

The tunnels made by the larvae are very much larger than those made by the fungi but the former are less frequently encountered and do not spread as rapidly in the pole as the fungi do. The work of the worms is not always easily detected, as the tunnels near the surface are usually small and the borings are made in wood which has not as yet become affected by decay. Fungi appear to spread rapidly through the tunnels made by the worms. Careful soundings are required in some cases to detect the worms. Borings into the pole with a bit may be necessary to determine the extent to which the worms have damaged

the interior of the pole.

Other destructive agents, such as wood-peckers and ants, eat into some poles to an extent which requires that replacements be made. Decay is the most important destructive agent, although the white larvae appear to be increasing in numbers. The attack of fungi and worms can be deferred and reduced by the application of creosote oil or some other antiseptic to the pole. This penetrates the tubes of the wood structure, thus poisoning the food of the fungi and larvae. To a certain extent, in the case of creosote, it excludes moisture which is necessary to the life of either of these destructive agents. The majority of

at Denver line, t ground line agents. The majority of the poles now being installed in the Long Lines are treated with creosote.

Pine poles are treated by immersing the entire pole in creosote. Only the butt sections of chestnut and cedar poles, which come in contact with the ground, are treated, as the portions of the poles above ground are relatively long lived. But at best it all means work for the inspectors.



Pole 2625, Omaha-Denver line, showing decay at ground line



Outbound from New York

IME was," began the Traffic man at 24 Walker Street, as he gazed out over the roofs of lower Manhattan, "when the horse show was the big event of the season in New York. Of course, that made traffic shoot way up. Nowadays, though, it's not so important. The auto show has taken its place, to a great extent, and during the auto show week we always have a considerable increase in our business.

"As a matter of fact, any big event—really big, that is—is reflected in the volume of long distance traffic out of New York. Big football games, commencements, college boat races, important prize fights, all boost our traffic. Important conventions, like that of the bankers a short while ago, which draw 10,000 or more people to the city, shoot it up a few notches, too. The smaller ones don't make so much difference. A couple of thousand people added to New York's huge population makes little impression.

"Calamities, though—they are the things that count. Tornadoes, earthquakes, floods, fires, wrecks of any consequence, all bring a rush of calls to be completed. The first intimation we generally have of a disaster is the flock of newspaper calls that suddenly pours in on us. Afterward come the people who have been in some

way affected by the misfortune.

"New York is a great city for observing holidays. Some of them mean less business for us, and some mean a big increase. Fourth of July is a quiet holiday. But on Christmas and New Year's Eve, a whole lot of people want to telephone friends and relatives in other places, and on these nights we have to put on three or four times our normal force of operators. The big Jewish population here is especially faithful about keeping religious holidays, and we always know when Yom Kippur or some other celebration comes around by the falling off of our traffic in certain kinds of business.

"Seasonal influences have a great bearing on the number of calls we have to handle. Our heaviest month is normally July, although for some reason last year it came in August. This is due to the summer resort traffic, especially to the Catskills. It is so important that the girls here have adopted a slogan for this year, "Better Summer Service," as their battle cry in the fight to boost the per cent. completed even higher than it usually is.

—[12] —



Where the southernmost tip of Manhattan reaches out toward the Brooklyn shore. A panoramic view of lower New York's skyline, from an unusually striking photograph copyrighted by Underwood

"December or January is the month when the volume of our business reaches the lowest ebb.

"Daylight saving is no friend of ours. It just jazzes up the whole works, so to speak, until we hardly know where we are. It would be all right if everybody went on the same schedule. But they don't. Some cities run on standard time, while others shove their clocks forward an hour. As a result, when we call a city normally an hour ahead of New York, we may find it's just even with us. That's liable to introduce complications.

"We found, too, that daylight saving shifted our daily peak, which comes between 10:30 and 11 a.m., but only by a difference of half an hour, instead of an

hour, as might be expected.

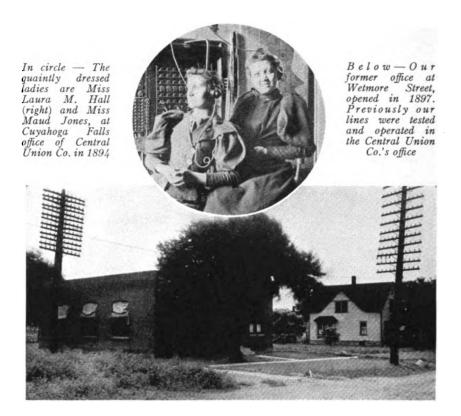
"So much for our unusual business. By far the greater part of our everyday traffic goes to Philadelphia. During February there were 95,000 calls to that city, a little over 30,000 to Boston, the second city, and some 14,000 to the third, New Haven. Philadelphia makes up about a fifth of our total business from New York, which runs 19,000 calls a day. Half of our traffic goes to places within a radius of a hundred miles.

"The longest calls we are involved in are those from Havana to some point like Seattle. The total mileage on such a call would come near to 5,500. Calls from New York to Havana in February mounted up to 469, of which 90 per cent. were completed. On Washington's and Lincoln's Birthdays we only had five calls each to Havana, which indicates that the majority of such calls are business transactions.

"The time element has some interesting features. Four and a half minutes is the average length of conversation time on calls from this city. Frequently we have calls lasting an hour. Probably we would average five 40-minute calls a day.

"Thomas Ince, of movie fame, came pretty close to hanging up a record for calls as far as the amount of money is concerned, when he called up Los Angeles from the Hotel Astor and talked for 63 minutes.

"One exceptionally long call that I remember—with regard to time, that is—was to New Haven. It was put in by a young man on a Monday; but as he was to be married the following Wednesday to the young lady he called, he had a pretty good excuse for forgetting to look at his watch. Love's a wonderful thing—sometimes."



Early Days at Cuyahoga Falls, Ohio

By Miss Laura M. Hall

Thas been suggested that I write something concerning the first telephone exchange in Cuyahoga Falls and the construction of the American Telephone and Telegraph Company's lines from New York to Chicago, for which Cuyahoga Falls was the main switching station. I will go back to 1882 when the Central Union Company opened its first office in a small room in the rear of the old Mercer Drug Company's store. The equipment consisted of a 50-wire switchboard and, as I recall, there were about 35 subscribers. W. C. Hall was the first manager.

On account of the cramped conditions and the inconvenience of the location, our office was moved into the Apollo Block sometime during the year 1888, where the Ohio Bell Company is still operating its office. Shortly before moving to this office Mr. Hall resigned his position with the company and I was made manager of the exchange, holding this position until Janu-

ary 1, 1897, at which time I became associated with the American Company.

In the early days, with Blake transmitters and grounded circuits to contend with, it was almost impossible to talk to Akron—a distance of only five miles—on account of the heavy induction. This service was further greatly interfered with after street car service was extended up North Hill and later to Cuyahoga Falls, as our lines ran parallel to those of the street car company. It was not unusual for our subscribers to say, "I cannot talk on that line; don't you hear the street car climbing North Hill?" Transmission difficulties in those days were plentiful, and great was the rejoicing in the operating department when we were furnished iron metallic toll circuits.

The American Company was now building copper metallic circuits for long distance business. In February, 1891, the construction work on the New York-Chicago line west of Pittsburgh was begun. This MAY, 1923 ONG INES

circuit was completed in December of that vear into Cuyahoga Falls, 20 wires being strung at this time. A. S. Campbell, of New York, was superintendent of construction and the late E. J. Fullroad was foreman of the gang. Many were the hardships experienced by these linemen, the working conditions in those days being decidedly different from those at the present time. But as they were all young, robust, full of ambition and "pep," the weather and impassable roads never interfered with their work. At times it was so cold it was a question as to how they could endure it. Perhaps the remark made by an old Irish woman who looked after their welfare where they operated, will explain it. She was often heard to say, "Sure, thim linemen can't git cold; they have as miny coats on as an onion."

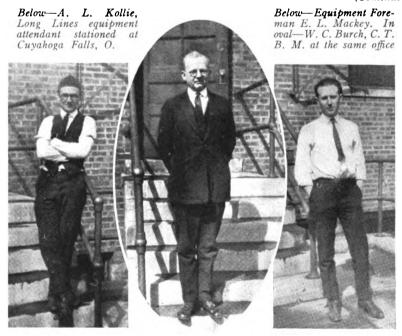
The first conversation to New York from Cuyahoga Falls was with Mr. Watson of the New York office, James Doyle making the test on the service. It was my pleasure also to speak with Mr. Watson, and at the time it seemed a marvelous experience. The first demonstration of service between New York and Chicago was in 1893 at the time of the World's Fair. If memory serves, it was in 1896 when McKinley was elected president that returns were first furnished in a presidential election and it was under the supervision of H. G. Curl, of the Pittsburgh office. In 1893 also the

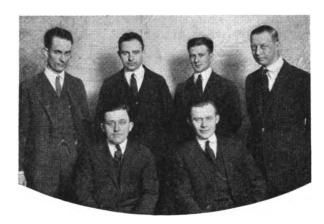
first office was opened at Maumee, which was located in an old residence in charge of George Shephard, Mrs. Shephard being the operator. Mr. and Mrs. Shephard are still residing in Maumee.

At this point I can't refrain from mentioning J. L. R. Van Meter, who had then joined the Maumee force. If I am correctly informed Mr. Van Meter worked in Maumee from 1898 to 1902, when he was transferred to New York. It may also be of interest to note that Charles Kehnroth was the first night operator employed by the Traffic Department at Maumee. Mr. Kehnroth is now District Plant Superintendent at Chicago.

At first our work was mainly testing and switching. Later we were a relay office and at one time all toll business originating at Akron, O., for our lines was handled at this office. As long distance service was found to be the most satisfactory way of transacting business, additional facilities were added each year for the betterment of the service. Boys were employed as night operators until July 1, 1910, at which time this practice was discontinued and Maude E. Huren took the position of night operator. Mrs. Huren held her position for 12 years and during the entire period of service never was absent.

During the construction of the present building at Second and Portage Streets it had been decided that with the installa-(Continued on page 28)





"SET 'EM UP AGAIN"

XCITEMENT began to play havoc around 283 Worthington Street, Springfield, Mass., Saturday morning, April 7, when the boys began showing up for the day's work. Husky Davis came swinging down the boardwalk, chest out and rolling up his coat sleeves with a calm demeanor that boded no good to some one or something. My sympathy flew to that chocolate-coated Rastus over at Smith's bowling alleys, who was going to set up the sticks for the big match that night.

Behind the duplex table, screwed up to his desk, fists doubled up and looking as though he could bite a steel nail in two bits, sat a solemn, silent individual. Could this be Billy Mathews? I took another squint. Sure enough, our congenial Bill was deliberating the battle of his life.

I chuckled with glee as I glanced at the little space all reserved for that handsome loving cup out in Cleveland, for when Captain Mathews looked like this, surely things were going to happen. And happen they did, but not just the way we would have liked them to.

Eight o'clock that evening. "Start play," peeped the little red can over on the operator's two-by-four. Graciously Mathews and Kellogg took their places in the limelight

A nice little strike and spare followed in quick succession. The big match was on, and it looked as though the boys were in fine trim.

New York Commercial's winning team. Standing, left to right, they are, H. A. Cowham, J. M. Stafford, R. W. Adams (substitute), C. H. Lieske (captain); seated, J. J. Sheldon, C. D. Croxson

The returns began seeping in. So far we were in the lead. Then in came New York Generals with 907 or so. But the game was still young.

Mathews started off the second spasm with a split, and immediately followed with as nice a little line right between the two pins on each outside edge, as you would care to see. Kellogg got five on the first ball, and the next one took a short cut to the gutter. Mathews hastily took in a catch in his belt and

Kellogg burnt his fingers in his apparent haste to light another weed. Yes, things were happening all right. Maisack broke another world's record with a single high score of 157.

Third spasm. Powers went to the front looking as if he had just taken a count of nine, and Mathews' ball threatened to take French leave of the alleys by a non-exit route. His vicious back-strokes were attracting wholesale attention.

Kellogg's new oil well out in the Bad Lands was gushing water and smoke and Powers' Beechnut Packing was headed for the showers. Davis and Olson made a mad scramble for the soft-drink rendez-

vous, wishing it was somethin' a little stronger. The operator called for a relief, complaining that his stomach didn't feel just right, and the round ended amidst great confusion with a grand total of 2612.

Well, the boys are good losers and they offer their hearty congratulations to the New York Commercials for the splendid showing they made.

Of course, we take a lot of joy in the



won this year by the general office from the Division and District offices

MAY, 1923 ONG INES

knowledge that the Empire League loving cup has chosen to remain with us for another season. It was a close struggle and the rest of the teams deserve great credit for the fine showing which they made. It has been a happy recreational pastime and diversion for us all and we are now working hard for the final encounter—the duck pin tournament at Worcester.

-W. A. W.

The bowling team of the General Commercial Manager's office, New York, has completed a most successful season in the various tournaments in which it competed. A fitting climax was brought

about by their winning the five - man championship of the Inter-City Telegraph Tournament held April 7, in which 31 teams, representing 26 cities, competed.

In this event the team scored a total of 2739 pins for three games, setting a new mark for the tournament. The next highest team had a total of 2656, so it may be seen that the Commercial bowlers were in excellent form. $\mathbf{B}\mathbf{y}$ their victory they assume possession of the magnificent silver trophy donated for this event, which has been

at Cleveland for the past year. In the individual event of this tournament Captain C. H. Lieske finished second, missing the first prize by the narrow margin of three pins.

The Commercial bowlers also rolled in the Telephone Society Tournament held at the Society's alleys, 17th Street, New York City, during the past season. Twenty-two teams, representing the Western Electric Company, New York Company, Holmes Electric Company and the A. T. and T. Company, comprised the entries. The Commercial team finished second, winning 18 and losing 3 games. They attained a team average of 869, being

the highest of the tournament, and having a high game of 1014. H. A. Cowham held fourth high average and Captain Lieske stood seventh. R. W. Adams, substitute, bowled in Sheldon's place in the Inter-City Telegraph Tournament.

"Dear Ed: Many have asked how Cleveland came out in the recent bowling tourney. Our answer is, 'Yes.' However, to avoid further embarrassment, 'We The People,' decided to make it all plain through your magazine. Enclosed check is in blank to cover full quarter page ad., two colors—black and white—

in select location for which we thank you in advance.

"We, the undersigned members of the Cleveland bowling team, do hereby swear (we did), avow and affirm this to be an exact and true statement (full confession in left boot) of what passed (sad thought; we'll tell the world it passed) the night of April 7 on alleys yclept

"At 7 the clan gathered looking much like Napoleon's shock troops before the quarrel of Waterloo. The alleys were specially manicured and

polished to remove possible splits. Later investigation on the part of Sherlock Chilcott, our beloved captain, showed that the groove had also been removed. That explained why we couldn't get more than 10 pins to a ball.

Calumet.

"We all kissed the trophy for luck. It misunderstood our intentions—thought we meant 'au revoir.' Hence we say, 'To all to whom these presents may come'—bowling is like put and take. Last year Cleveland took it and put it on exhibition. This year we put it in burlap and take it to the express office for the Long Lines Commercial at New York, to whom we take off our hats—this year. Next year, though,

Next year, though, (Continued on page 28)



Maumee's bowling team. Rear row, left to right, they are, A. C. Keller, Dane Terrill (substitute), und Gus Criblez; front, Clyde Smith, A. E. Sorge (captain), F. F. Helmick. Inset—Captain A. E. Sorge

—[17]



"The Village Street," from a well-known painting showing remarkable faithfulness to detail, by E. L. Henry. Copyright by G. Klackner, N. Y.

BACK HOME

D. F. Wilson, Oklahoma City, Spends a Vacation in His Old Home Town, and Again Falls Under Its Spell

PPROACHING summer reminds us that vacations may be planned to meet our mental needs. They should be more than a rest or time off. They should be so arranged and executed that the contrast will give us lasting impressions.

With this in view, I spent the two weeks of my last vacation in my old home town, a village in eastern Kansas, not so small as to be disturbed by the rush of through trains, and not too large to prevent the prairie winds, unchecked by tall buildings, from sweeping riotously along the one business street.

Church bells add an air of piety to the Sabbath Day. There are no amusements to steady strained nerves. Nothing save the stillness that brings relaxation and gives peace to the soul.

The village has escaped the inrush of settlers that has engulfed other towns.

Hardly anything has changed since I knew it. Ancient landmarks still meet my eyes. I can almost see my boyhood footprints in the dusty road that leads to the creek.

The old elm at Cambridge sinks into insignificance, in my memory, when compared to the big cottonwood in front of the implement store, where the topics of the day are discussed forward and back.

Here, where the sky is the roof of the country club, people love humanity. I mingled with personalities that day by day helped me to break the spell of work that had been holding me.

You can't judge a man's wealth by the clothes he wears, in my home town. It's not the mumps that makes the farmer's jaw bulge. The leading citizens pitch horseshoes in enthusiastic competition in front of the general store.

Everybody's friendly in the old town.

-[18]

The dogs greeted me with a wag of the tail. None but the rooster, with his impertinent crow, seemed to challenge my presence.

Selling farmers gold bricks is all a joke. It's always the city man who gets slicked, nowadays. In fact, there's many a thing that we can learn in the country.

We may draw our curves, figure our estimates, lay cable to Cuba and talk to London. But who can tell whether a cow's horns are above or below its ears? In what respect does a cow differ from a horse when it lies down?

Some of us might know that we hitch two horses to a double tree. But what is that to which three are hitched, and what is a whiffletree?

It might seem dead to you, in my old home town. But that's just the condition of your mind. Pickett's charge was a funeral march, compared to a run of the local volunteer fire department on its way to put out a blaze. Once a year the circus comes to town and dog fights happen 'most every day to keep things stirred up.

Oh, yes; I know the old town has its

drawbacks. Sometimes the grass-hoppers are so abundant that they darken the sun. Corn only makes 10 gallons to the acre. And the farmers put water in the milk.

But there is always the Administration to blame it on. Then, too, the county assessor knows there is an election not very far ahead. Things run pretty smoothly in the old home town, after all.

Featuring the Old Family Album

HE business meeting of Traffic Branch 4. Philadelphia, held several weeks ago, was followed by a get-together party at which the Philadelphia District and Division offices convened in a reg'lar good ol' time. Mr. Hawkins, as usual, the life of the party, led the whole bunch in the singing of popular songs, while Nellie Downing and Marie Flynn supplied the accompaniment on the piano and violin. Jessie Gifford sang two pleasing little songsandGraceSeymourplayedapianosolo.

Then Mrs. Schweitzelheimer, (Olive Aitken) arrived from "Reading up" and took us with her through all the thrills and "vonderments" as experienced by a Pennsylvania Dutch matron upon seeing for the first time "Romeo and Juliet" in a city theatre.

The feature stunt of the evening was the family album. Some of the atrocities that are perpetuated in all family albums stepped that night into the large gold frame

at one end of the retiring room.

Refreshments were served cabaret style in the lunch room, the tables having been arranged around the walls, leaving a large open space in the centerfor dancing. Ιt was one of the best parties ever given at the Philadelphia | office, with everybody full o' pep and everybody happy! Now, when is the next one?

-M. E. S.

THE OLD HOME

•

An old lane, an old gate, an old house by a tree; A wild wood, a wild brook—they will not let me be: In boyhood I knew them, and still they call to me.

Down deep in my heart's core I hear them and my eyes Through tear-mists behold them beneath the old-time skies, 'Mid bee-boom and rose-bloom and orchard-lands arise.

I hear them; and heartsick with longing is my soul, To walk there, to dream there, beneath the sky's blue bowl: Around me, within me, the weary world made whole.

To talk with the wild brook of all the long ago; To whisper the wood-wind of things we used to know When we were old companions, before my heart knew woe.

The old lane, the old gate, the old house by the tree, The wild wood, the wild brook—they will not let me be: In boyhood I knew them, and still they call to me.

-Madison Cawein



Our Six Winners o During the

At left, A. I. Ferguson, Foreman, Chicago.

IN recognition of an act of a meritorious nature that resulted in the saving of human life through individual initiative and

knowledge derived from telephone training.

On the morning of August 23, 1922, while in the vicinity of pole 153 of the Maumee-Detroit line, near Maumee, Ohio, Foreman Ferguson witnessed a serious automobile accident in which a chauffeur was pinned under a heavy overturned truck. Acting promptly and with good judgment, he first directed his fellow employees to raise the truck with a jack and extricate the injured man. He then instructed the men to start artificial respiration, while he climbed the nearest pole and with his test set called the main office of the company owning the truck, informing them of the accident and giving directions for sending an ambulance and medical aid. He then helped in rendering first aid to the chauffeur, whose resuscitation was completed by the time the ambulance arrived, about 18 minutes later.



At left, Forest E. Lamb, Lineman, St. Louis.

IN recognition of exemplary and meritorious action which resulted in the saving of human life through prompt action and knowledge derived from telephone

training

On the morning of May 10, 1922, while working with a fellow employee in replacing pole 1104 of the St. Louis-Kansas City line, Lineman Lamb saw that his companion had been rendered unconscious, having been shocked by a discharge of lightning. He immediately unstrapped his companion's safety strap and supported him on his own, at the same time holding him clear of the wires. He shouted to his assistant foreman who was working on a pole one span away, and with his aid succeeded in lowering the injured man to the ground. They then carried him across the road and applied artificial respiration, and after ten minutes of this treatment succeeded in restoring him to consciousness.



IN recognition of prompt action in an emergency.
On the morning of April 11, 1922, while Splicer's Helper Clark was assisting a fellow employee in drying out a splice at manhole 8185, Boston-Worcester Cable, a pot of hot paraffin caught fire. After his fellow worker had been burned in trying to extinguish the fire, Splicer's Helper Clark pulled him out of the manhole to safety. He then entered the manhole which was filling with smoke, covered the cable, got out the burning paraffin, and put out the fire.

In performing these acts, Clark was almost overcome by smoke and had his hands and face burned and blistered.



Vail Bronze Medals Year 1922

At right, C. A. Hall, Section Lineman, Ellisville, Miss.

N recognition of prompt action in the interest of the public, by which a serious accident was averted.

On the morning of November 1, 1922, Section Lineman Hall,

while covering his section on a repair trip, noticed a dangerous condition at a railroad switch of the Southern Railway Company in the vicinity of Basic City, Mississippi. Investigation showed that the fish plates on both sides of the rail had been broken and that nothing was holding the rail in place at the switching point.

Section Lineman Hall sent a fellow employee ahead with a red flag to warn the southbound train, and then went back on his speeder about one and a half miles to the point where he had seen the railroad company's section foreman working with his gang. The section foreman and his helpers repaired the damage and expressed the opinion that if the repairs had not been made

the next train passing would have been derailed.

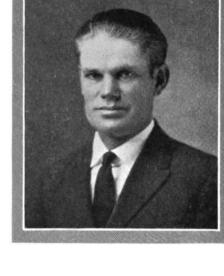


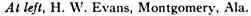
Right, V. L. Brooks, Asst. Foreman, St. Louis.

N recognition of exemplary and meritorious action which resulted in the saving of human life through prompt action and knowledge derived from telephone

training.

On the morning of May 10, 1922, while working in the vicinity of pole 1104 of the St. Louis-Kansas City line, Assistant Foreman Brooks was summoned by a lineman who was supporting on his safety strap a fellow employee who had been rendered unconscious. Assistant Foreman Brooks immediately procured a rope, climbed the pole and went to his companion's aid. They succeeded in fastening the rope around the injured man and lowering him to the ground. They then carried him across the road and applied artificial respiration, and after ten minutes of this treatment succeeded in restoring him to consciousness.





N recognition of exemplary service to a fellow

employee.

On November 27, 1922 Equipment Attendant Evans and a fellow employee were returning from a hunting trip in an automobile. Near Montgomery, Alabama, their car collided with another automobile which was running at a high rate of speed. This car struck them with such force as to turn their car bottom side up and almost completely demolished it. His companion was pinned underneath with the car's weight on his head. Although rendered unconscious for a few minutes by the shock, and painfully injured about the head and legs, Evans succeeded in lifting the car enough to pull his companion from his dangerous position.

Others who then arrived at the scene of the accident were of the opinion that Evans's prompt work in all

probability saved his companion's life.



Last Call for Winter

N Sunday, March 11, began one of the worst storms in the telephone history at Davenport. A soft, wet snow fell, driven by a heavy wind. By Monday morning there was not a single wire of any company, telephone or telegraph, working out of the city.

The storm continued intermittently for a number of days. Drifts were in places as deep as eight feet. Street car service was almost at a standstill and our girls, as usual, made heroic efforts to get to the

office.

Elsie Meinert walked two and one-half miles through 16 inches of snow. On Sunday, March 18, another blizzard came to town. The thermometer dropped to 12 below and a terrific gale drove falling snow in more piles. Clara Pannenbacher, who lives across the river in Moline, came to work, of course, and during the long wait for street cars froze her hands.

The storm was followed by a warm rain which turned the streets into rivers, and Ruth Betzenderfer experienced a thrill in being carried across the street by a tall, young man in rubber boots. She says she

doesn't mind storms at all!

Snow and sleet storms in

Nebraska now seem to be a

regular annual occurrence.

This year a storm break ar-

At right-Miss Clara Pannen-

bacher, operator at Davenport,

froze her hands coming to work

Below-Miss Ruth Betzen-

derfer, operator at Davenport.

was carried across a flooded

street

rived March 15 and Omaha was literally snowed under. The city streets were almost impassable and all street car service was tied in a knot.

The Long Lines Traffic girls did not hesitate in using the primitive method of travel to get to work, although those who could ride were thankful. Miss Blanche Timberlake, Chief Operator, trudged three miles through the snow to the office. Three other girls managed to break a track through the snow and reported for duty early in the morning. The District Traffic Superintendent arranged to have the Plant Department send out trucks and taxis for the remainder of the girls.

The storm made it necessary for some of the girls to lodge over night at a hotel in the vicinity of the office in order to be on hand for the following day's assignments. Twelve girls stayed down one night and six the next. By that time transportation service was restored and the emergency was over.—Mrs. J. G., Minneapolis.

Army Men in New York

Seventy U. S. army officers who are taking the signal corps training course at Camp Vail, N. J., visited the Walker-Lispenard Building, New York, a short

while ago, spending the morning in the Long Lines quarters, where they had lunch. Gen. Carty addressed them before they started their tour.

Below—Miss Elsie Meinert, another Davenport Traffic girl, walked two and a half miles through 16 inches of snow to reach the office In oval—Freeing stalled street cars in Omaha snow drifts



Cheers Rend the Air

HEER upon cheer rent the air when Buffalo Traffic Branch 117 assembled for a dinner on the seventh floor of the Telephone Building. The table decorations gave promise to the long-

wished for spring, and with Margaret Bunce as cheer leader, the air seemed afloat with the most wonderful spirit of unity.

Afterthe dinner, all were ushered into the reception hall which was also decorated for the occasion. There the executive committee took charge and a meeting was called to consider various questions.

Miss Goldbach, Chairman of the Waysand Means Committee. had an interesting report of a raffle from which a balance of \$81.60 was turned over to the Branch treasurer. The Welfare Committee reported

post card showers

were given for Misses Jessie Hart and Eleanor Gaston, who are at Stony Wold Sanitorium, Lake Kushaqua, N. Y. Easter flowers were sent to Miss Dora Beckmann, who is convalescing from an operation, and Miss Hazel Hedges, who has been ill.

After the regular business session, District Traffic Superintendent Boltwood gave an interesting talk on various subjects, and complimented members of the Long Lines on the class of work they are doing and extended best wishes for the continuance of the co-operation.

Among the items of entertainment was a

comedy drama featuring the Young Lochinvar, which was very well characterized; a vocal solo by Grace Penfold, accompanied by Marion McCleary at the piano; plantation songs by Romain Best with ukelele accompaniment by Mildred Mehs; and a K. K. K. piano duet by Margaret Bunce and Margaret

Dorst. Buffet lunch was served, followed by music and dancing.

—R. A.

Two Special Charters

A special charter for the formation of Plant Branch 138 at Stamford, Conn., has been granted to the Plant Departmentemployees stationed in that city under H. E. Beaudouin, Chief Testboard Man. It will be recalled

that Mr. Beaudouin was president of the first General Assembly.

Plant Branch 139 is at present being organized at Logansport, Ind. The membership consists of eight

Plant Department employees located at Logansport and Marion, formerly members of Branch 102 at Indianapolis, Ind. A special charter was granted to these employees for the formation of a branch at Logansport, as it was felt that this would enable them to carry on their Association activities more efficiently.



All the way from Havana, through the kindness of Kenneth McKim, of the Cuban Telephone Company, comes this interesting snapshot of Mr. and Mrs. Stevenson, as they were welcomed at the Machina wharf several weeks ago by Hernand Behn, the President of the Cuban Company

R. E. Kirkland, who has been in the game for some years as section lineman, gang foreman and equipment foreman, has resigned as equipment man at Selma, N. C., to manage a motor service station at Wilson, N. C.

Association Ac- and Fes-tivities

Division 2 Plant Council Meets

N Monday, March 12, representatives from the various district boards and branches to Division 2 Plant Council met in executive session in Philadelphia, continuing their conference until Wednesday, March 21.

The conference was opened by the retiring president, A. H. Burns, assisted by the retiring secretary, V. Buhl, these officers continuing their respective duties until the meeting was turned over to the newly elected executive committee, composed of J. T. Phipps, M. P. McCormick, S. A. Bowman, T. N. Ward and C. L. Murray.

Mr. McCormick was the committee's choice as its chairman, Mr. Phipps as its vice - chairman, while E. W. Higbee, jr., was appointed secretary-treasurer.

Luncheon talks were tendered by Division Plant Superintendent J. L. McKay, whose topic was "Our Association''; Division Plant Engineer H. H. Nance, who considered "The Value of Thinking"; Supervisor of Special Contract Service W. H. Kline, who pointed out "What the Association Stands For"; George Mezger, in charge of education, whose subject was "Our Educational

Program"; Division Attorney L. G. Reynolds, who discussed "Legal Difficulties in Line Construction"; District Plant Superintendent H. M. Streeter, who dealt with "Developing the Man on the Job"; S. H. Webster of the Personnel Group, urging "Accident Prevention and First Aid"; Chief Testboard Man A. G. Stickland, reviewing "Accomplishments of the Association"; Chief Equipment Man W. E.

Olver, who devoted himself to "Relation of Association to Equipment Maintenance"; Division Superintendent of Equipment Construction C. L. Schenck, who dwelt on "Reciprocity in Dealings between the Employer and the Employees"; District Inspector John A. Gilson, emphasizing "Advantages of Collective Bargaining"; Division Chief Clerk T. L. Hayes, calling attention to "The Advantage of Knowing the Other Fellow's Job"; and District Chief Clerk J. O'D. Dunlap, projecting "Closer Relationship between Employer and Employee."

Different matters were touched upon, consideration being given to the various angles and viewpoints of the relations

between the management and the employees. There was, however, common strain permeating all of the interesting talks, each speaker bringing out the point that there is necessity but one basis upon which the affairs of a public utility may be successfully conducted, namely, upon the "50 - 50" basis, which, it was pointed out, should mean reciprocal consideration from the employer and employed, mutuality of understanding, universal acceptance of responsibility and equality between both sides with respect to negotiations.



Ice coated shell of building which burned just across the street from our Providence office. The heat was felt in our operating room. "Still the operators worked calmly," says S. A. Conlon

It will be of general interest to state that all discussions with Division Plant Superintendent McKay took place before the entire Council. They were open and frank, and were characterized by a readiness and willingness on either side to arrive at results equable and satisfactory to both. Where misunderstandings existed, they were immediately cleared. When adjustments were agreed upon, they were at once

<u>ONG INES</u>



MAY, 1923

As far as we know, New York Plant Division office boasts the only girls' first aid class in the Department. Left to right, front row, they are the Misses Clark, Waibel, Parker, Heaney, Otto and Callahan. Standing, Misses Kolbe, Siedenburg, Connolly, Little, Raymond, Welch, Mrs. Miller and Miss Smith

effected. Mr. McKay's co-operation and responsiveness in all matters were eminent.

Standing out as the paramount issue of the conference was that of the Association's welfare. Recognizing that the Association, sponsored by the management, stands for the interchanging of ideas between the management and the employees for the benefit of both; conscious of the fact that the employees have benefitted through the Association during its comparatively brief existence; strong in the conviction that the future success of the Association is contingent upon the interest evinced in its undertakings and functioning, each representative pledged himself to return to his constituency preaching the gospel of the Association; to create in his District even

a greater interest than that which has heretofore favored the Association; to be a salesman when necessary, in cases of those whose interest may never have been aroused, or of those whose interest may have lagged. In short, each representative returns to his district 100 per cent. for the future success of the Association, no quarter to be given to retrogression.

In furtherance of this plan, the executive committee of the Division Council was constituted the welfare committee, to devise ways and means for "going over the top" with this interest-selling campaign. Boards and branches will be permitted to invite members from other boards and

branches to address meetings. More frequent reports from the district boards and branches to the Division Council were urged. Various other measures were taken to arouse greater interest. The Council completed its conference after adopting the slogan "Your association needs you."

—C. J. K., Pittsburgh.

Providence in Spot Light

Providence, typical of New England conservatism, is not often in the spot light, but when an opportunity presents itself it can "show up" as evidenced by a fire which not only destroyed

\$2,000,000 worth of property, but came dangerously near destroying the heart of the business section of the city, in which our offices are located.

As a matter of fact, only the width of a narrow street lay between the burning building and our office. The heat from the fire was felt in the operating room, where the operators worked as placidly as if no danger was near. The light from the flames was so bright that it lighted one end of the operating room so vividly that the curtains had to be drawn.

The business increased when the news of the fire was made known. So every operator, forgetful of the nearby excitement and danger, did her best to keep up the reputation of the office.—S. A. C.



Men of the New York Plant Division office first aid class, which meets Monday and Tuesday evenings. Sitting, left to right, are Peavoy, Allen, Earl, Norris, Franz, McGinley. Standing, Nelson, Owen, Dwyer, Jolley, Dittman and Schlasman

Division 5 Has Visitors

IVISION 5 had a real treat during the latter part of March. H. M. Dayton, General Methods Supervisor, Traffic, came out and spent about two weeks with us, visiting every office in the Division. From the way the folks turned out to hear what he had to say, it

was easy to see that his visit was appreciated.

Mr. Dayton was in St. Louis during the Division Council meeting and gave some interesting talks on organization and accounting. Every one who heard him got a wider and more understanding viewpoint of our Company as a whole. At St. Louis the Association called two meetings, so that everyone could have an

opportunity to be present.

Train schedules conspiring, Joplin was first on the visiting list in the out-of-St. Louis trip. So on March 19, our Mr. Gebhard of Kansas City, our Mr. Brenner of St. Louis and our Mr. Dayton of New York, arrived in Joplin. (We hope New

York doesn't overlook that last "our").

Association committees at Joplin responded with a will. Just to know that there were to be visitors was a happy incentive. The social committee arranged for a dinner at the Y. W. C. A., and if, in their scurry, they forgot a part of the decorations, no one failed to appreciate the daffodil scheme, appropriate to the Easter season and the weather—as it might have been, but wasn't.

A slightly miscellaneous musical program preceded the clearing of the floor for words—not actions. With a cozy little circle formed of our guests and as many of the girls as could be off duty, we spent an enjoyable evening. Mr. Gebhard talked to us about phases of our work. Mr. Dayton told us of the growth of the telephone,

and the reasons for certain records of interest to the Traffic Department. Mr. Brenner gave us a new picture of the Spirit of Service.

Then it was our turn to ask questions. We couldn't think of any to ask that some one of the three couldn't answer. That is, we couldn't this time, but wait until next time. Maybe we'll surprise 'em, eh?

Traffic District Board 52 members and delegates who met in Kansas City lately. They are, left to right, front row—Mrs. Boynton and Miss Mark, Kansas City; Misses Kelly and Patterson, Tulsa; Miss Waterman, Joplin. Second row—Misses Curtis and Smith, Oklahoma City; Mrs. Finley, Wichita, and Miss Winton, Joplin

Thenextstops were at Tulsa, Oklahoma City and Wichita, in the order named. At Oklahoma City the attendance at the meeting was 100 per cent. of those available. The only ones not present were those on duty at the board.

The last stop was at Kansas City where Mr. Gebhard was given the first opportunity to speak, followed by Mr. Dayton and Mr. Bren-

ner. G. S. Dring, District Plant Superintendent, who was one of the guests, explained the relation of the Plant Department to the welfare and progress of the telephone business.

It is indeed true that the more you know and understand about anything, the more interested you are in it. Judging by the keen interest displayed, we all know much more than we did before Mr. Dayton came out.

On March 23 the Kansas City office had the pleasure of entertaining two very welcome visitors, H. M. Dayton of New York and W. A. Brenner of St. Louis. A very delicious three-course dinner was served in the cafeteria at 7 o'clock. The crowd then gathered in family circle style and very interesting talks were given by Mr. Dayton and Mr. Brenner, our out-of-town guests, and by Mr. Gebhard and Mr. Dring of our home office, which were enjoyed by all. A surprise sale was in progress, after which popular songs were sung.—F. J. H.

Div. 5 Plant and Traffic Council

UCH interest in the work of the Employees Association was shown during the recent Division Council meetings held in St. Louis. The Plant and Traffic Councils held their annual meetings during the week of March 12–17. As is customary in Division 5, the Plant and Traffic delegates were not long in getting acquainted. And although they were two "busy bodies," plenty of time was found to show the out-of-town delegates "the city surrounded by the United States."

Fortunately the electrical show was in full swing and this, together with many local features, such as Forest Park and the Orpheum, as well as an automobile tour,

were enjoyed.

After hearing some interesting talks by Mr. Brenner and Mr. Quermann, neither council proved a bit selfish, so Mr. Querman was loaned to the Traffic Council for a talk and likewise Mr. Brenner to the Plant Council.

A certain H. M. Dayton, of the New York Traffic office, was snared and dragged in to both the Plant and Traffic Councils with the result that everyone enjoyed an interesting talk on "Traffics."

H. C. Sexton and Mrs. Louise Boynton were elected Chairmen of Executive Committees of the Plant and Traffic Councils, respectively—H. E. S.

Spring Reaches Detroit

Business and Spring seem to be coming to Detroit at the same time—along with new students. Seem to be a lot of new things here lately. Our Helen Dexten was married and is to leave us shortly. And our Assistant Chief Operator, Miss Edna Osborne, left on a six months' furlough. We surely miss all those who are leaving us.

Miss Yaeger is here with us from Buffalo. We hope she will like the Detroit office and the girls here. But then that's understood—there's never any one who doesn't. Didn't Miss Dresslen come back and Miss Goodwin also, 'way back from California, claiming Detroit was the best place after all to be in? Which reminds me that Mr. Leypoldt is here again. He alternates between Detroit and New York so much we can't keep track of him. We're glad he likes us and hope he keeps on coming.—H. T.



Division 5 Plant and Traffic Councils met at St. Louis. Left to right, front row, they are— K. Suber, Mrs. L. Boynton, E. Hunter, I. M. Kelly, A. Finley, C. Curtis, M. Hart, M. E. Waterman. Second row, B. M. Wall, E. J. McCallum, H. C. Sexton, W. A. Brenner, G. H. Quermann, H. M. Dayton, R. C. Mann, J. H. Pryor. Back row—W. G. Nebe, J. W. Pritz, C. E. Heidbreider, A. L. Edie, H. J. Johnson, G. W. Teel

"Set 'em Up Again"

(Continued from page 17)

is a year off; but as a good forecaster, we claim it looks like a big year for Cleveland. "Selah."—Lee R. C. (Capt.), Slim D., Don S., Gene L., Les H.

The Maumee bowling team won the silver trophy cup for which ten teams rolled in the Buckeye bowling league. It was a close race from start to finish and Maumee nosed out Chicago by one game, while Minneapolis finished only two games behind. The cup was won by Minneapolis in 1922. It will now adorn the Maumee office for one year at least.

Some of the individual prizes were also won by Maumee men. F. F. Helmick won a pair of bowling shoes for high score of 247 pins in a single game. A. E. Sorge won a bowling ball for high individual average

of the season of 183.4 pins.

The standing of the teams in their respective order was as follows: Maumee, Chicago, Minneapolis, Omaha, Detroit, Beaver Dam, Cleveland, Davenport, Fort Wayne, Indianapolis.

The Maumee team is also bowling in the

Ohio Bell League.—C. A. G.

The bowling tournament in which the girls of the General Traffic Department, New York, have been participating fin-ished its games several weeks ago. The winners have not yet been announced, but the Traffic bunch knows it did not capture any trophies this season. They feel, however, that they have gained a great deal of experience and are confident that if they are permitted to enter next year's tournament they will make a better showing than they did this year.—E. A. W.

Plant District 23 held its annual interdepartment bowling match on April 4 and the title to the district trophy, won last year by Testboard Men Journay and Strouse, of the Brushton, Pa., testroom, was successfully defended by Testboard Men Mercer and Campbell.

Second prize was won by Lelliott and Reininger, of the Downtown Equipment Maintenance Department, Pittsburgh, while the third prize was taken by the Clerical Department, represented by Emrick and Charlton, of Pittsburgh.—A. W. C.

After a most hair-raising fight, the General Plant office, New York, again showed its supremacy and won the New York Plant trophy against the Division and District offices. Now the trophy will repose with them until next year when the Division will issue another challenge and

try to regain its lost prestige.

The trophy shown in an accompanying picture was placed in competition in 1916 between the General, Division, and District Plant offices in New York. It was first won by the General office. It was not competed for again until 1919 when it was captured by the Division office, where it has reposed to date. A challenge was recently issued by the General and District offices and the contest was held on March 31, at the Rational Recreation Alleys in Brooklyn.—H. W. E.

Early Days

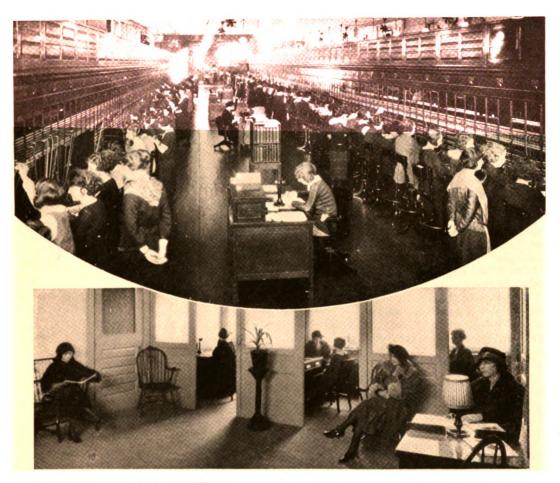
(Continued from page 15)

tion of repeater and testboard equipment the operating at Cuyahoga Falls would be discontinued and this station used only as a repeater and test station. In March, 1922, our people began installation of equipment for the repeaters and testboard work.

In April, 1922, many of the lines terminating in our office were cut through and our force reduced by transferring several operators to the Ohio Bell Company's office at Akron, and Miss Graham to Cleveland. Another transfer was made in May; at that time two of my oldest employees, Misses Schaffer and Barstow, went to the Akron office. On July 1, the remaining lines of this office were cut through and the operating entirely discontinued after 25 years in this location. Our force at this time consisted of Helen Cox, Maude E. Huren, Hazel B. Lyle and Lura Spindler and myself. At this time I was transferred to the Plant Department to take charge of the testing, as the lines were still cut through the office for testing purposes until the installation of the equipment in the new office was completed.

On December 3, 1922, the installation of the equipment in the new office completed, all the lines were cut out of the old office and through the testboard in the new office. The work of dismantling the old office on Wetmore Street began December 18, 1922, and it will be of interest to know that the original testboard and switchboard were

still in service.





Through Others' Eyes

OUR telephone magazine neighbor in Pennsylvania, The Telephone News, shed "A Little Light on Long Lines" in its April number. The article was a concise exposition of our activities in Division 2 headquarters, Philadelphia, well written and equally well illustrated.

Three pictures of our Philadelphia Traffic Department are shown above. From top to bottom, they are the operating from the employment office and the dining from

ing room, the employment office and the dining room.

Departments Report on 1922

THE annual reports for 1922 issued by our Plant, Traffic and Engineering Departments, respectively, show the Long Lines Department as a whole to be progressing on a thoroughly healthy basis. Improvements of existing plant and additions of new equipment were frequent. New projects were planned and work was begun on many of them. Developments in methods of operation increased operating efficiency. The universal interest by employees in the work in hand, and the mutual helpfulness, factors which were so noticeable in 1921, continued with equal strength through 1922.

The Plant Department reported progress in all of the phases of its work. In connection with maintenance the report shows a reduction in equipment and line troubles as well as in line circuit time. The value of the average plant in service during the year increased 11.94 per cent. during the year while the expenditures for current maintenance increased only 4.89 per cent. The ratio of current maintenance expense to the average plant in service decreased from 5.89 per cent. to 5.52 per cent.

During the year this department carried out a heavy program of construction. The total investment in plant, including several completely new buildings, was increased by over 8 per cent. Telephone repeaters doubled in number. Carrier current telephone and telegraph systems having thousands of miles of circuit were placed in service.

Under the heading of special contract

service, the report shows an increase in operating expense for the year of 2.73 per cent. as compared with an increase of 7.46 per cent. in revenue for the same important feature of the Department's activities.

Accident prevention work was carried on actively throughout the year. The Department's accident record compared favorably with that of 1921. Its losses on this account in 1922 were 132.29 per one hundred employees, compared with 137.16 for the previous year. An extensive educational program for plant employees was started.

Not only was there a considerable increase in the amount of business handled by the Traffic Department during 1922, but the increased efficiency of operation gave still greater value to that business. still greater value to that business. The percentage of calls completed (87.2 per cent. for the year as a whole) was the highest attained in the history of the Department. Traffic expenses decreased. There was a marked growth in co-operation: this was especially notable between our employees and private branch exchange operators, who while not on our pay rolls, have a material effect on our service because of their large number; also in the relations between representatives of the general office and the field.

An important feature of the Engineering Department's year was the continuation of plans for the Long Lines Department's toll cable construction. An increased demand for telephone facilities which were not included in the provisional estimate made it necessary to provide a number of

(Continued on page 35)



This, the third of a series of exhibits put on by the Accounting Department, New York, to familiarize its employees with Long Lines activities, brings out our relations with the Western Electric Company. Noticeable among the objects in the picture are the load coil in the center, back, sections of the Key West-Havana Cable, mounted on a board directly in front of it; sections of aerial and underground cable at the left; and, of course, the life-size cross arm, reaching clear across the back of the picture

ONG INES MAY, 1923

Some Punkins

MONG the many things of interest at Palm Beach is the Seminole sun dance held at the close of the season. The event is looked forward to with curiosity by new visitors from the world over, and with interest by those who have seen and participated, wondering what can

be thought of that is

On the last night there is always the grand fantastic parade and dance. After marching through the principal streets of West Palm Beach the parade arrives at the grandstand, thronged with eager spectators.

There are always masked Indians. sheiks, vampires, country girls, Sis Hopkins', mediaeval dames, pages, Robin Hoods, the seasons in symbolic costumes, and everything any one can possibly imagine.

Out of the 450 costumes which were considered, two of the Long Lines employees were unanimously chosen this year as prize winners for the most unique ladies' costume.

Miss Corinne Baber, of Jacksonville, Fla.,

and Miss Jennie Fender, of Denmark, S. C., both operators at West Palm Beach, were the lucky winners. They were "Some Punkins," dressed in yellow suits designed as big pumpkins and pumpkins masked with wicked, electrically lighted eyes with which they vamped the judges.

West Palm Beach Traffic girls had with them this season the Misses Frances and Geneva Fisher, of the Tri-State Telephone Company, St. Paul, Minn. Now that the season has closed, they have returned home after a four months' leave of absence.

Miss Eva Swaverly loaned her residence to the Traffic girls for a social evening. Dancing and five hundred were enjoyed by a lively crowd.—C. B.



Jennie Fender and Corinne Baber, West Palm Beach Traffic, won prizes at the Palm Beach sun dance

Saka Reports

"Dear Ed: Say, what do you think? We got a education committee up here in the N. Y. Accounting. The Plant has got a supervisor of instruction and the Traffic has got a lot of instructors, and the Engineers has got a education committee and now it looks as if our boss was thinking

> as how maybe a educacommittee, something like that, could learn us accountants something too.

> "Anyhow, we got a committee now what's made up of part management employees and part just ordinary employees and the only thing left is to find out what we don't know so's the committee can learn it to us. I ain't interested myself because they can't learn me nothing but I thought maybe your friends out in the field would like to hear as how they ain't the only ones in school.

"Did you see me at the dinner dance, Ed? I seen you. Say, wasn't that balloon dance fun? Somebody busted my balloon first thing. I didn't care, though. I didn't have to take care of mine any more while I was trying to

bust somebody else's.

"What do you think of our gang? We got about 75 in the Department and 107 (I'm sure of this figure because I counted the ice cream dishes that was left) showed up at the dance. Only 16 didn't go. Not so bad! And when quitting time came nobody wanted to go home, so the committee had to make the band keep on playing. I would have wrote more about that dance, only I know you ain't got room enough to print all the fun we had. Your truthful correspondent.-Saka.

"P. S.—About that girl's basketball team, Ed. They got another member now. That makes four to date and one can't play. We're looking for one more.—S."

From Detroit to Florida

ISS PAULINE M. BERNER, Astant Chief Operator at Detroit, has sent us an interesting account of a trip she took while on her vacation some weeks ago. Space requirements allow us to publish only flashes of her journey, but these give a good idea of her experiences.

"My joyous jaunt to the Southland began by getting nicely settled for sleep, only to be told by the porter, 'Miss, you is sho' in the wrong berth.'"

"Horrors! I had to get out. Oh, well, I never sleep on the train anyway. Therefore the corns on my elbows from craning my neck out the window in the dark and leaning on them. Took in Cincinnati that way, Atlanta and several other cities.

"The next day I spent in the observation car. The trip through Kentucky and Tennessee I shall never forget—wonderful streams, mountains—wish I might see them later in the year. They must be beautiful.

"Åt Chattanooga we took in Lookout Mountain, Signal Mountain, Missionary Ridge, and the National Cemetery. I thoroughly agreed with the two salesmen from Minneapolis who had been to the curio shop on top of Lookout Mountain just ahead of us, kept by the best-looking Irishman. He had huge book, in which you write your name, address, and your opinion of the

place. Salesman No. 1 wrote 'The scenery here is the most prettiest I ever seen.' No. 2 penned 'This is the highest I ever was.'

"We motored from Jacksonville to Miami, with a stop-over at quaint old St. Augustine. I loved every inch of that place.

"Ormond; our trip on the ocean beach at Daytona; sunshine, swamps, beautiful scenery, tumbledown shacks, palatial homes,

roads good and bad, detours much worse; then on to Palm Beach.

"I can never describe my first impression of Palm Beach. And I never grew tired of looking across Lake Worth at the Royal Poinciana.

"Every morning found us moving with the elite on the beach. The old ocean didn't seem to care a bit who you were. He slapped us '399s' on the back just as hard as he did the '400s.'

"We saw New York's mayor, W. R. Hearst, Anita Stewart, the McLeans, who entertain our Presidents, and lots of other

notables. And the clothes! It was a regular fashion parade.

"One nice day we left for Miami, busy, busy Miami. We thought we were back home in Detroit, as dodging autos seemed to be our main occupation. Miami is one place in the South where they step extra lively.

"We took in a lot that day — saw the Seminole Indians, watched the Alligator Boy catch a live alligator and put it to sleep (I told him he was welcome to his job. Glad I don't have to make my living that way) . . .

my living that way) . . . "Sunday was spent in Jacksonville, and thanks to the kindness of Miss Mabel Smith, of the Long Lines Department, and the Chief Equipment Man and his wife, I saw a lot of the city."

From there Miss Berner went to Washington, Philadelphia and Atlantic City, which last she didn't like as well as Palm Beach because

"the ocean is so much closer to the shore and the wheel chairs are not near so comfy." However she was much interested in the different types of people she saw there, and admired the costumes, especially the expensive furs worn by women strolling along the boardwalk. Thence she proceeded to Buffalo through the Lehigh Valley, which impressed her with its scenery, and finally back to Detroit.



Miss P. M. Berner, Assistant Chief Operator, Detroit, picking oranges while on her trip to Florida

F. E. Allen Leaves St. Louis



F. E. Allen, formerly our Dist. Traffic Supt. at St. Louis, who has left to join the Bell of Pennsylvania

HEN you h a v e worked with the same boss for several years, vou feel a little blue when he announces that he is leaving you to take charge of another division the telephone family. That's what F. E. Allen, District Traffic Superintendent did to us in St. Louis, Mo., when he recently moved to Philadelphia to join the associated company there.

The Association of Employees prepared a farewell din-

ner for him in the Bomont dining room. All the girls who could possibly attend were there, and one or more members of the District Plant and Division Plant and Traffic Offices were invited to "tell tales" on Mr. Allen and wish him a successful future, for their departments. There were 65 present.

He came to us from Syracuse, N. Y., July 8, 1916, and "helped, and scolded and spanked us" till April 1, when his new work took him from the A. T. and T. Company, to the Bell Telephone Company of Pennsylvania with headquarters in Philadelphia.

After the dinner, various heads of the departments made farewell speeches, and gave parting advice as to what cigars to smoke, etc., and the girls presented him

with a black leather and ebony fit-all, and pencil bearing his Masonic emblem.—C. B.

Philadelphia's Toll Class

Twelve men from associated companies have just finished a six weeks' toll training course at Philadelphia. Four weeks of class room instruction, with the accompanying drills, observation work and actual switchboard practice, furnished the fundamental knowledge of toll operating practices and methods and a deep appreciation of the operator's work. The supervisors' training course, the instruction in toll service observing, to each of which one week was devoted, and the talks in the evenings by the staff men, were invaluable in their application to the efficient handling of traffic, to the solution of problems, and in general to the broader aspects of central office management.

Various associated companies were represented by H. A. Amidon, New England Co., Springfield, Mass.; H. W. Barnes, Southern New England Co., New Haven, Conn.; R. M. Barto, Chesapeake & Potomac Co., Washington, D. C.; H. R. Burns, Bell Co. of Pa., Wilmington, Del.; G. P. Dixon and C. S. Doll, New York Co., New York; L. W. Gillilan, Mountain States Co., Denver, Colo.; L. Hughes, Ohio Co., Toledo, O.; K. L. Ervin, Ohio Co., Zanesville, O.; W. J. Ross, New York Co., Kingston, N. Y.; H. R. Waters, Bell Co. of Pa., New Castle, Pa.; D. H. Witmer, Bell Co. of Pa., Harrisburg, Pa.

The weeks spent together in study and recreation have developed lasting memories, pleasant associations and deep friendships, which feelings are bound to foster the hearty co-operation and the cordial relations which now exist between the Companies.

Philadelphia's toll class of 12 associated company men, which has just completed its six weeks' course in Long Lines methods and practices



Westfield, N. J., Takes Its Place in Sun

First Suburban Community Gathering of Telephone Men

N the evening of April 12 a highly successful stag dinner gathering of 66 employees of the Bell System living in Westfield, N. J. was held at the Echo Lake Country Club, Westfield.

A number of Westfield telephone men had discovered that many fellow-employees living in the same community were not known to them, and the question was raised as to how many there were. This resulted in the above meeting, after the special census taken had shown that there were 93 eligibles. Of the 66 present, 12 were Long Lines men, 17 A. T. and T. Company General, 20 New York Company, 10 Western Electric and 7 "alumni."

There was no lull in the proceedings all evening, as community song leaflets had been provided and the leader, Jim Orr, was on the job every minute. This feature was supplemented by radio entertainment supplied by the Western Electric representatives, who had set up a Western

Electric No. 3-A receiving set.

Arrangements were made for Vice-President E. K. Hall to speak to the men while at dinner. His talk from his home at Montclair, N. J., was well received and was, in part, as follows:

'It is a pleasure to be able to address the Bell System employees of Westfield and I believe that your dinner is the first of its kind to be held. All telephone men have interesting jobs, but the call for special

work has meant that the men are not concentrated in one building as they used to be. As a result, the organization is so large, the departments themselves so diverse, the personnel so numerous, that those in a single department many times are not acquainted with each other. . .

"I am glad to find

that in the last few years there have begun to be departmental get-together meetings and I believe this will do a great deal of good. I know that for my own part in Montclair I see men whom I know to be telephone men and yet have never met them personally. I am especially interested in your meeting since such a gathering of Bell System employees living in one town has not to my knowledge been brought about before. . . . I hope that you will make this an annual affair and I predict that following your lead, there will be many more such organizations in other towns. I extend to you my best wishes for a pleasant evening together."

Letters were then read by W. J. Morgan, jr. from officials as follows: President H. B. Thayer, Vice-President W. S. Gifford, F. A. Stevenson, Director, Long Lines, C. G. DuBois, President, Western Electric Company, H. F. Thurber, President Name of the Company of the dent, New York Company.

S. C. Ingalls, acting as toastmaster, called for short talks from Chester Wallace representing the General Departments, A. T. and T. Company; W. J. Morgan, jr., Long Lines; A. M. Cartter, New York Company; G. H. Hessler, Western Electric Company, and Louis J. Hunter for the "has beens," and from Waldo A. Amos of the General Departments Benefit Committee, who as manager of the Housing Bureau, was responsible for many of those present locating in Westfield.

There was much enthusiasm in evidence and a good co-operative spirit prevailed. The tags worn by the men on their coat lapels, showing their names, were used to good advantage in self-introductions. The time given for this part of the affair was so

short, however, that the men still felt that they would like to have better opportunity to get acquainted; and the committee, consisting of H. H. Glenn, W. J. Morgan, jr., J. G. Orr, W. G. Slocum, W. H. Thompson, and S. C. Ingalls, was authorized to carry on and arrange for more of these affairs.

LANS are now in the making—and may be completed by the time these words are read—for work which will make available a second transcontinental telephone route. Long Lines, with the help of our Engineering Department, hopes to print some interesting facts about this big new job in one of its forthcoming issues.



Brushton Girls Entertain City Force

N Thursday, March 15, girls of the Brushton office acted as hostesses to the girls from the Pittsburgh city office. Activities commenced at 6.30. The Brushton girls had a picnic lunch prepared and every one seemed to try to break the record on the number of sandwiches eaten. In this connection it is reported by some who were close observers, that one of the two chief operators ate 14.

The City force turned out in large numbers and, combined with the Brushton force who were present, 100 per cent. of the accommodations of the Brushton office and rest room were taxed to their capacity.

Lunch over, the guests all assembled in the operating room for a flashlight. After considerable delay, caused by the camera refusing to stand on the "slick" linoleum floor, everyone was instructed to look pleasant only to find, after assuming the above appearance, that the photographer had the wrong kind of flash powder.

His assistant was sent out for the proper kind. Much laughter occurred when he returned with the wrong kind. By this time, those Brushton girls who were required to work on the board could hardly hear because of the chatter of the crowd. Finally the photographer himself had to go after the powder and everyone was snapped. Not to slight the evening force, a picture was taken of them at work.

Departments Report

additional telephone circuits. The engineers also issued many specifications covering open wire work, cables, building construction and equipment installations. Experiments for treating standing poles with preservatives were carried out. The provisional estimate and construction program for 1923 was prepared and submitted.

One of the unusual items of work handled by the Engineering Department during the year was the installation of the radio broadcasting station in New York.

Boston Branches Hear T. D. Lockwood

A T a special meeting held in Boston on Tuesday evening, April 10, the members of Branch 22, with the invited members of Traffic Branch 42, listened to Thomas D. Lockwood, Patent Attorney, retired, of the American Company, who told many interesting and humorous incidents of his remarkable

career as a telephone

pioneer.

Mr. Lockwood's record dates from 1879. one year after the original New England Company was chartered, to 1919. He told of the early history of the telephone and its sponsors; of the times when there was one and only one telephone line; when it was customary for a subscriber to set up the cake and wine for the men who installed their telephone and of the proud duty which became his own, that of installing the first telephone in the home of Henry W. Longfellow.

Mr. Lockwood said:
"It is the telephone
that made the telephone
exchange possible, but
it is the telephone exchange that made the
telephone indispensable."

Shifts in the Line-Up

Plant—F. C. Marinan, Testboard Man, Davenport, Ia., to Chief Testboard Man,

Waterloo, Ia., March 1.

Traffic—Segrid Stalhand and Catherine P. Carberry transferred from General Office to Department of Operation and Engineering, A. T. and T. Company, April 2; Margaret Hughes, Supervisor, New York, to Complaint Clerk, April 2; Margaret K. Scott, Operating Room Instructor, New York, to Assistant Instructor, April 2; Lorna Groh, Senior Operator, Cincinnati, to Supervisor, April 2.

Blanche L. Connell, transferred from

Long Lines Director's office and appointed Chief Stenographer in the Long Lines Division Traffic office at New York, as of March 19. Mae V. Kratch, Service Observer and Edna Whalen, Operator, New York, transferred to Department of Operation and Engineering, April 2; Harold Sawyer, Facilities Supervisor, New York, transferred to Western Electric Company, as of February 19.

Mabel Boyle, Supervisor, Philadelphia,

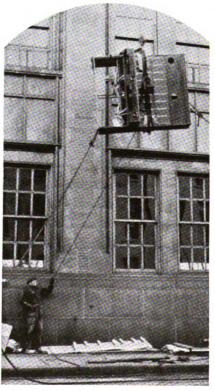
to Instructor, April 2; Helen G. Brett, Supervisor, Philadelphia, to Assistant Instructor, April 2; Ethel M. Burrows, Senior Operator, Philadelphia, to Assistant Instructor, April 2; Ethel E. Galyean, Operator, Philadelphia, to Instructor, April 2.

Margaret M. Taicher, Senior Operator, Philadelphia, to Assistant Instructor, April 2; Marguerite M. Thompson, Operator, Philadelphia, to Instructor, April 2; Mildred I. Downs, Operator, Philadelphia, to Assistant Instructor, April 2; Leona I. Hofmeister, Senior Operator, Philadelphia, to Assistant Instructor, April 2; Leona I. Hofmeister, Senior Operator, Philadelphia, to Assistant Instructor, April 2.

Irene M. Hopely, Supervisor, Philadelphia, to Instructor, April 2; Elsie W. Wossmann, Supervisor, Philadelphia, to Assistant Instructor, April 2; Emma E. Cochran, Senior Operator.

Pittsburgh, to Service Observer, April 2. Louise Green, Operator, Pittsburgh, to Supervisor, April 2; Mildred C. Vollmer, Operator, Pittsburgh, to Supervisor, April 2; Adelaide Wadsworth, Instructor, Montgomery, Ala., to Instructor, Cleveland, April 2; Ida Blickert transferred from Trouble Clerk to Force Adjustment Clerk, Cleveland, April 2.

Norma McCable, Senior Operator, Cincinnati, to Supervisor, April 2; Alice Moorhead, Senior Operator, Cincinnati, to Supervisor, April 2; Thecla Schmits, Senior Operator, Cincinnati, to Supervisor, Apr. 2.



A No. 4 Morse board takes a short trip through the air on the way to its new location in our Buffalo testroom. Its flight ended at the eighth floor



MAY, 1923 ONG INES

Philadelphia Five Ends Season

PHILADELPHIA girls are proud of their record in their first season of basketball. Eleven out of 15 games were won and two of the teams which beat us canceled return games on our floor. Only one game out of nine played at home was lost and 268 points were scored to our opponents' 190. The last six games were victories. We hope that another year will see us meeting other Long Lines teams.

In the return game with Christ Church, played on their floor, March 15, both teams presented a stronger line-up than in the game a month before, but the Philadelphia Long Lines girls won, 28 to 7. Mrs. Wonson and Misses Wolston and Blessing played good basketball for us, and Mrs. Schoch for the losers.

On March 21, the team gave an exhibition of basketball that would have beaten any opponent played this year, when it defeated the Central Y. W. C. A. reserves 42 to 6. The fast passing and teamwork were beautiful to watch and the centers, Misses Mulhern and Wolston, were so active the guards had nothing to do. Miss Hamilton and Mrs. Wonson outclassed their guards in speed and aggressiveness and scored ten field goals each.

With a reinforcement of two new guards, Central Y. W. C. A. presented their first team and were able to make things interesting for us on their own floor at the Friends' Select School on Tuesday, March 27. But we won, 13 to 10. The first half ended 10-9 in our favor, after a hard

fought battle in which we took the lead at the start and held it by a slender margin.

For ten minutes of the second half neither side could score, our opponents finally ticing the count at 10-10 on a foul goal. Two minutes later Miss Hamilton evaded her guard for her fifth field goal and with a quarter minute left to play clinched the game by scoring from the foul line.

For Central Misses Phillips, Maskel, Davis and Rogers played a fast, hard game. The latter, a substitute, made the best attempt to guard Miss Wolston that has been seen this year. Our defense improved as play progressed, Misses Blessing and Quinn holding their forwards scoreless in the desperately fought second half.

The Long Lines team won its fifth straight victory in convincing fashion on Wednesday, March 28, defeating the Germantown Y. W. C. A. team, although handicapped by the loss of a regular forward and having played a hard game the night before. Miss Hamilton scored all 17 points for us, and the team owes its victory in great part to her courage and "never-say-die" spirit.

Due to a last minute cancellation and forfeiture by St. Michael's, the team was forced to play an "All-Star" collection to end the season on Wednesday, April 4, winning by the tally of 11–9.

The basketball season concluded with a second game between those ancient rivals, the Operators and the World, which the World won, 10 to 8. They also won the annual baseball game, but the Operators took the swimming meet.—M. E. S.



In this picture, taken at Pittsburgh in 1910, we have most of our chief testboard men of that day. Since then they have seen many changes. Some have retired; some are dead; others have remained in the Department and grown with it

Strolling Through the New Books

HE Enchanted April is by the author of Elizabeth and Her German Garden. With not a little charm, but with a great deal of sentimentalizing, she tells how four Englishwomen, each a different type and until the opening of the story unknown to each other, spend the month of April together in Italy. There is real humor in places and much natural beauty; but the tale seems rather drawn out and might have been better as a "long" short story.

In Rose Macaulay's Mystery at Geneva, mystery grows with the strange disappearrance of one person after another, all of whom have assembled for a sort of League of Nations. It is up-to-date in its events, personages and treatment, and keeps your mind on the alert to the end.

Quite a kick is to be had from *Perfect Behavior*. It is by Donald Ogden Stewart, author of *A Parody Outline of History* and is a witty parody on the much-advertised *Book of Etiquette*. The fun is enhanced by the apt illustrations.

Mrs. Atherton's *Black Oxen* is probably one of the most discussed books of the Spring. The author has woven into a romance the latest scientific ideas about rejuvenation, a theme that cannot help raising widespread interest and comment.

Things Russian have aroused much interest in America this year. Not the least of these is the Moscow Art Theatre, whose players are now visiting several of the largest cities. A translation of a series of Russian plays has been edited and published under the name of Moscow Art Theatre Plays. As an aid in keeping abreast of the theatrical times, it is distinctly useful. It also gives the ordinary American reader an angle of vision into Russian life which could not be gained by other means.

In The Judge, Rebecca West has given present day readers one of their most beautiful and human stories. It has for its theme the mother sitting as judge. Not only is it of rare literary excellency; it is a story that "gets" you.

A collection of short stories that it would be difficult to eclipse, or even to equal, is the group by Edna Ferber published in the volume called *Gigolo*. Any one of them is worth while, and several are masterpieces of their kind.

If you're looking for a "different" sort of book, you will find that Robert W. Keable's *Peradventure* fills the bill. The hero, son of an evangelist, and extremely emotional, passes through a series of harrowing religious experiences. But in our opinion the author's solution of his troubles is only temporary. We can see the time when the hero suddenly realizes this. Then—brainstorms!

Temperament, bestowed by the gods upon a male Cinderella, is apt to prove a burdensome gift, if we are to judge by Berenice Brown's *The Shining Road*. Hezekiah, a waif taken into the bleak household of an emigrant Vermont farmer, has a hard row to hoe in more ways than one. Unfavorable as the outlook has been, he reaps a successful harvest in the last chapter.

Once again, this time in Faint Perfume, Zona Gale demonstrates that everyday life is packed full of drama as compelling as the most imaginative tale of Dumas or Jules Verne. All that is needed is the finger of a genius to point it out to unobservant eyes. We predict that readers of Faint Perfume will ungrudgingly accord its author that title.

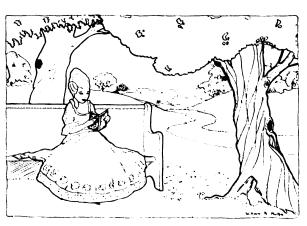
Super-secret service work is the theme of the Seven Conundrums, by E. Phillips Oppenheim. While it is by no means on a plane with Conan Doyle's mystery stories, it serves admirably to pass away a pleasant hour or so.

We freely confess an occasional weakness for a tale of mediaeval times, when a knight would weigh himself down under several hundred-weight of hardware and romp forth to hammer sparks out of the cast iron apparel of a brother warrior. Maybe this is a sign that we possess an assassination complex. If we have, it was certainly alleviated by Rafael Sabatini's Sea Hawk.

Stories of pioneer days in our own Wild West are totally eclipsed by Antony Ossendowski's Beasts, Men and Gods. His flight across Russia and Siberia to escape the Bolsheviki, the hardships and dangers he dared, his fights against savage tribes and still more bloodthirsty Bolsheviki, are presented in startlingly vivid detail. You can only marvel that any man could go through the experiences he describes and live.

The Letters of Franklin K. Lane form a bulky volume of as interesting biographical material as you could find in a day's search. A many-sided man, a broad-visioned servant of the United States, and above all, a man who could and did express himself beautifully in the Queen's English, his communications here collected give you a thousand intimate snapshots of a personality that loomed large in national affairs through a most critical period.

As in most of her novels, in Anne Severn and the Fieldings May Sinclair takes a character right through life. In this case Anne has known the Fieldings practically since infancy, and although her path has many twists and turns leading through the Great War,



"The first time I read an excellent book," wrote Goldsmith, in "The Citizen of the World," "it is to me as if I had gained a new friend"

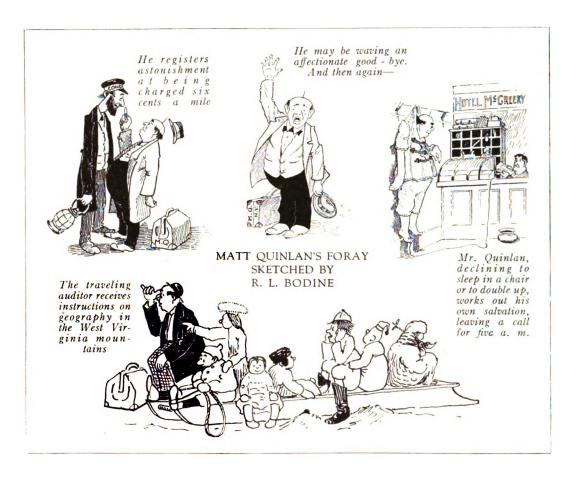
for one thing—the author manages to straighten it out satisfactorily at the finish. The story is written with a brevity of sentence and clarity of style that are highly refreshing.

Julian Street, whose short stories are known to hundreds of thousands, has written a novel, *Rita Coventry*, in which a New York bachelor, highly eligible, a prima donna and a girl from the middle west get all mixed up—and then all disentangled again. A pot-boiler of a book, we fear; but pot-boiling of an excellence that makes you envious.

If we were to be cast away on a desert island and were to be allowed to take with us ten books—a favorite proposition with columnists lately—we'd place near or at the head of our list the one volume Shake-speare just brought out by P. F. Collier and Son Company. It contains the complete works of the great poet and playwright, well printed on India paper, so that the 1300-odd pages make a volume a little less than an inch in thickness. A handsome grain leather binding, a thumb index of plays, poems and sonnets, a glossary and an index to characters, are some of the attractive features of the book.

On second thought, if we were allowed to take this book with us, during our emulation of Crusoe, we'd be almost willing to have the list cut down to five.

> Edgar Lee Masters has has written a sequel to Mitch Miller under the title of Skeeters Kirby. It starts in high, and although it slowsdown toward the end. it is still head and shoulders above the ordinary run of books. The whole story is interestingly told in the first person.



Into the Wilds of West Virginia

From a Letter by Matthew Quinlan, Traveling Auditor

BOARDED the regular train for Rainelle, W. Va., at 2:30 p. m. At 3:15 p. m. we thawed the engine out with language sufficiently hot to get up steam. We had 20 miles to go and expected to make it within three hours if the snow had missed the rails—which it had not.

We are on our way. Forward a mile. Back switch a mile. Forward a mile. Back switch a mile and a quarter. Forward. Back switch. Springdale we meet at the top of the mountain. Down we coast on the other side to the valley of Sewell and behold the beautiful city of Rainelle.

Here lives L. D. Vance, Section Lineman, in the last house on the nearby side of the main street opposite the Long Lines pole line. He is at home with his wife. On the nearby hill, with their bobsleds, are his

four children, who come in occasionally to warm themselves; then out again.

On the way to Rainelle the auditor had paid the railroad four cents per mile. Astonishment, on his return to the ticket office, to be charged six cents per mile for the return trip. Explanation requested.

A motor car, like a street car, also ran on the tracks. The motor car rate was six cents; train rate four cents. Explanation satisfactory.

Engine and box car arrive. Late, but they arrive. Climb in. Fat lady can't climb. All together. *Heave!* She's in. "All aboard." We've left Rainelle.

At last—Meadow Creek. Hotel 13 miles away. Welcome. Hotel McCreery at Hinton, W. Va. No room. Double up or sleep in a chair. Good night. Call for 5 a. m.

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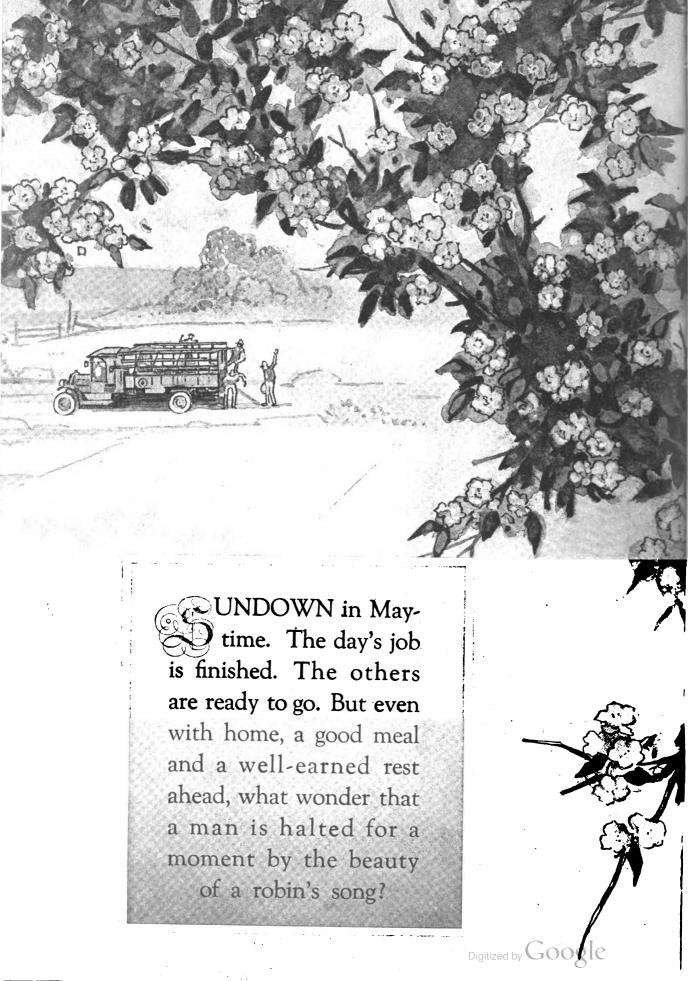
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INDUSTRIAL RELATIONS
SECTION

JUN 14 1923



ONG INES

JUNE 1923

Our Artist Goes Fishing

C. F. PETERS, the well-known illustrator who drew the Miss Stenographer of our cover, was looking over the pages of this magazine for the first time. His bronzed face took on a faraway look. Musingly he said:

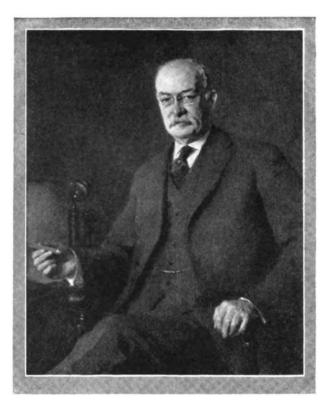
"Long Lines. You know, I'm strong for long lines—whether they're telephone or fishing.... Yes, sir. Trout fishing with a dry fly. That's me. That's what I'm doing when I'm not working, from April to August; and even when I am working, that's the substance of my dreams.

"You might know I'd have a soft spot in my heart for the voice with a smile. Why, every spring it's her long lines that bring me the first news of favorable water; and when I reach the good old pools, it's those same lines that keep me in touch with my city studio. And by the way, up there in the Catskills where I have my shack she's a pippin!"



JUN 14 1923

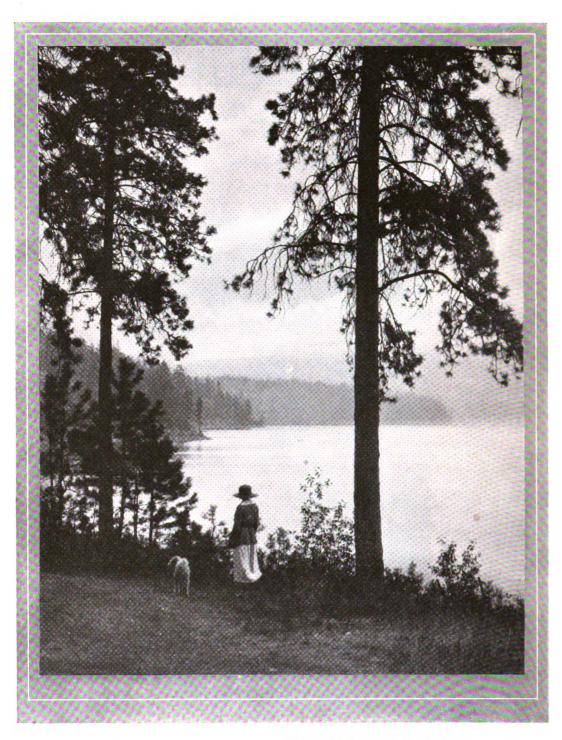
ONG INES



HARRY BATES THAYER

From a newly completed life size portrait of the American Telephone and Telegraph Company's President, by Ernest L. Ipsen. The directors of the American Company have purchased the painting and it will hang at national headquarters

MONTHLY MAGAZINE OF THE LONG LINES DEPARTMENT, AMERICAN TELE-PHONE AND TELEGRAPH COMPANY, 195 BROADWAY, NEW YORK CITY VOL. II., NO. 12 T. T. COOK, EDITOR JUNE, 1923



"No price is set on the lavish summer; June may be had by the poorest comer."

AFTER THIRTY YEARS

Director F. A. Stevenson, Passing the Thirtieth Milestone in His Long Lines Service, Tells Association Members of the General Offices, New York, of the Department's Growth and of its Present and Future Opportunities

HE other day I was reading a paragraph in Mr. Thayer's statement accompanying the dividend checks recently distributed. He stated that "the Company is growing more rapidly than ever before in its history, in response to a substantial and steadily increasing demand for service." Suppose we take that as a starting point.

Looking back to the time when I came into the service 30 years ago, as far as the Long Lines was concerned the plant practically stopped at Washington and Buffalo and Boston. The telephones in the United States along about 1890 were, I think, approximately 250,000. Today the Long Lines plant covers the entire United States, goes into Canada and down into Cuba. The Bell-connected telephones today number something over fourteen million. That in just two items is the story of the growth of the last 30 years.

Take more specific examples. When I started there was a telephone office here in New York at 18 Cortlandt

Street. That was before the days of 15 Dey Street. Num-18 Cortlandt Street took care of the New York Telephone Company and the A. T. and T. Company not only as far as the executive offices were concerned. but to a very considerable extent the exchanges in New York City. In those days I do not think there were more than three or four or possibly five exchanges in New York City. Today I do not know how many there are. There are something over a million subscribers.

Take the Commercial Department, for another instance. It occupied a room at 18 Cortlandt Street. Eighty per cent. of that space was taken up by 10 or 12 elaborate telephone booths, beautiful combinations of oak woodwork and yellow silk curtains; they were separated from the rest of the room by fancy iron and copper railings. Those booths comprised quite a percentage of the points in New York City where any one could get long distance service.

At that time there were five or so of us who were known as special agents. I suppose they called us that because they couldn't find anything better. We did not know what our jobs were except that we spent our time wandering around the streets and persuading people to come in and try the telephone service. If we could do this and have them pay money for it, that was a real day for us. Most of the time, however, we would bring people into the L. D. office and have them use the

telephone with our compliments. That marked the establishing of our Commercial Department.

The Plant, Engineering and Traffic Departments consisted of a general superintendent, a chief clerk, one or two other clerks and possibly two stenographers. These, with the exception of the vicepresident's office, which included the vice-president, three or four others, a small force in the treasurer's office and an even smaller force

TWENTY-SIX members of the Long Lines official family in New York, uniting to honor the Director as he began his second thirty years of service, gave Mr. Stevenson a dinner at the Hotel Commodore on April 30, the like of which has seldom been equalled in that establishment's history. The gathering included, in addition to the Director, those now reporting directly to him and others who have been closely associated with him in the past.

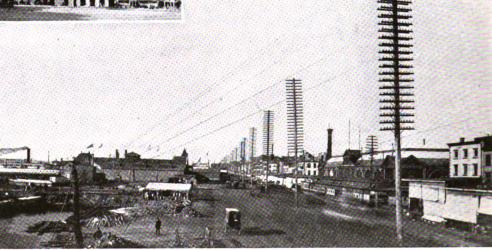
One of the notable features of the evening was the reading of congratulatory telegrams and letters from Mr. Stevenson's friends all over the country, many representing groups of the Association of Employees



years ago, long before the American Company or the Long Lines were established. As the business became larger, the system developed and in every way has vindicated the wisdom of this theory. We are carrying out in principle the fundamentals which were established for us in the program of forty years ago.

As an incidental item, take your Associa-

That famous West Street pole line in '93. Insert—The huge new building to be erected by the New York Company just beyond the old Washington Market structure seen in right foreground below



in the Auditing Department, represented the entire organization, not only of the Long Lines Department, but of the American Telephone and Telegraph Company as well. The same ratio held good in all of our outlying offices—Philadelphia, Boston, Pittsburgh and Chicago. All five of those offices and the employees connected with those five offices could be put inside of this room.

The application of the Bell System idea had not fully entered into the game. What we have today was already provided for—a parent company, the Western Electric, the Associated Companies and the Long Lines joining together the entire country. Universal service, at that time a theory—almost a vision—has today become a fact. That entire plan was outlined nearly forty

tion. I think most of us are apt to regard the Association as one of the new developments in the telephone business. I cannot feel that this is a new proposition, for I believe in the old days the Association idea as you people are carrying it out was inherent in the Long Lines. Our Association is a means to take care of the situation as it stands today due to the growth of the business. Is it not the real function of the Association to supply the machinery necessary to continue the relations which existed in the earlier days when everybody came in direct personal contact with every one else in the Long Lines organization?

I could go on indefinitely. I could talk to you about how we built our plant, how it gradually grew from a few lines to its 31,000 miles of line, how for years we spent JUNE, 1923 ONG INES

all the money we could lay our hands on to keep out of cable, and how we did keep out. Today we are planning our work to go into cable, and doing it as rapidly as possible. Probably a few remember the old West Street line in New York, that heavy line of open wires which extended along West Street to the foot of Cortlandt Street. It cost a great deal to maintain it, and was considered so important that many thought, if it were done away with, that the results would be very serious to long distance growth. But, as you know, it was replaced by cable many years ago. That is a type of the changing conditions. But with all of the changes in conditions we are still sticking to the same fundamentals that were laid down a great many years ago; we are simply changing their form and method of application.

Probably you are interested in what we have before us in the Long Lines. Our problems as well as those of the Associated Companies are to meet the service demands. As Mr. Thayer stated, the business "is growing more rapidly than ever before in its history," and it is up to us to meet the "substantial and steadily increasing demand for service."

I am not going to undertake to prophesy what this business is going to be 30 years from now or even 10 years from now. But if you people will take a look at the Annual Report, at the inside of the front cover and at the 30 or 40 lines running from the year 1876 up to this date, and then turn over to the back cover and see the growth in the Bell-connected telephones running up to the present day, numbering something around fourteen million, then apply the





The New York testboard, 18 Cortlandt Street, in the days to which Mr. Stevenson refers. Above—New York's long distance board, plus some local operating, about 1892

<u> IONG [INES</u>

same percentage of growth to the next 10, 15 or 20 years, where will you land? The figures at first may seem appalling; yet the people who are running our jobs 25 or 30 years from now will look at the figures of this day and regard them with the same scorn for their simplicity and smallness as we do in looking back on the figures of 30 years ago.

At the present moment work is well under way for our second line to the Pacific coast. We are also making plans for a third. Not many years ago two pole lines and a few open wires took care of the service into New England. Today we have a number of pole lines and three cables a good part of the way. The same is true from here to Philadelphia. Three cables now with a prospect of another one to relieve it this year and within another year or two a fourth cable, between here and Philadelphia. These are simply incidentals of our progress and the rapidity with which the Long Lines is growing; these apply very generally throughout the country. It has been a continuing story straight through from the beginning. We must provide adequate facilities as the business grows; that is our real problem. How can we build plant and strengthen our organization to provide for business which is being offered us today?

Take as a single item, the Morse service. Thirty years ago simplex, composite and carrier currents were absolutely unknown. When I went to Chicago in 1893 we had two Morse wires between New York and Chicago—and a cancellation order for both of these wires. Today there are a number of pole lines to Chicago, on which we have carrier telegraph, carrier telephone and multiplex printers; and in order to take care of the demands for service we are pushing as rapidly as possible the construction of our through cable from New York to Chicago.

I can remember the days when the question was asked, "Can you really communicate with a person by telephone?" The day of that question is long gone by. It is no longer a question of whether you

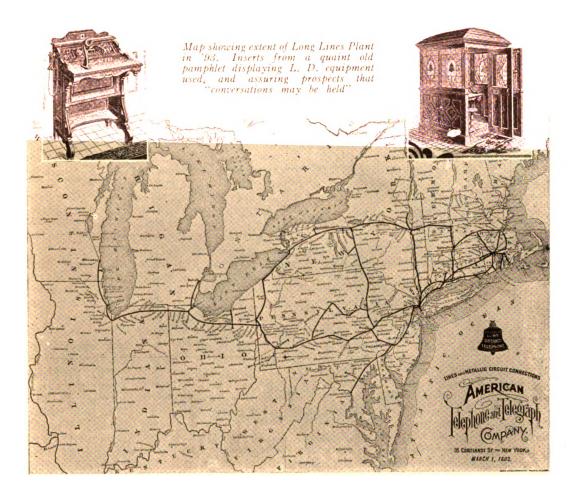
are able to reach anybody, for through the development of the telephone, the wire system, broadcasting and loud speaker, that question has been answered for all time. If you wish to communicate with anybody on the face of the earth, the question now is, how is he going to escape you? If you will think about it and think of the work that has been done in the past years, I think you will come to realize that that is a fully justifiable statement.

Now about the Association educational work. I have tried to explain to you how the organization has grown and have tried to impress on your minds what it means to us as individuals that it has grown and become the size that it is today. For everybody who is intelligent, who will try to work and is willing to apply himself, there is going to be an opportunity far greater than ever existed in the business for the advancement of the people who can make good. Think about the Long Lines organization and think about the various people who occupy the highest positions; just think how they started. There is nothing in the world to stop anybody here from holding any position should the opportunity present itself, and should he or she make good and show himself or herself capable of holding that position.

At a public gathering which I attended a short time ago a large number of business people were present. One of them, who probably knew as much about the telephone business as I do about his business, asked me if we could talk to Cuba. He also asked whether we could do what the telegraph companies have done; that is, get more than one message over one wire. I told him that we had made a little progress in that direction. I mentioned one section in which we had 15 telephone circuits and 28 full duplex Morse channels working on 8 wires, and told him we could put multiplex printers on them and get 250 or 275 Morse channels.

That is one of the things, speaking of educational work, which is helpful to all of us. A man in the Engineering Department could have told a person in the Ac-

IT is not a bit too early for Pioneers to begin making their plans for October 19-20. These are the dates set for the tenth annual convention of the Telephone Pioneers of America. The Place? Atlantic City—the Playground of the World.



counting Department just exactly what I told that business man. That is not only interesting to the person in the Accounting Department, but it puts him in a much better position to answer any questions or to reply to any inquiries which may come to him from some outside person who is not familiar with the telephone business; and it is in that way that educational work is helpful to a very large degree in our public relations. It embarrasses an employee not to be able to give an intelligent answer regarding the industry in which he is engaged and it gives an unfortunate impression to the outsider asking the question.

From my point of view the possibilities of the Long Lines today are beyond those which have existed at any time in our history. Your educational work is going to be one of the big factors which is going to help you individually. The Company can help a lot and the Company is anxious to help and is going to do it, but you people have got to do a considerable part yourselves. As I heard Mr. Hall express it at

one time, "No living person can educate me if I do not want to be educated." We can show you the means, give you the help, but it is up to you people. I want to congratulate every single one of you on the progress you have made through the educational committee along the lines of helping to develop and show each other the way to benefit, to advance and to make good in this organization.

It is in these things that your Association through its various activities, like your educational work, is going to show the real advantage and is going to confirm the point of view which I have had and which I have presented to you; namely, that your Association is a very distinct part of the Long Lines operating organization. It is one of the real things that if carried on along the lines you people have undertaken in the last few years and carried along as the business grows, will indicate to you, to those representing the management and to the general public, that there is a distinct advantage and a distinct gain and a real value in such an Association.

WE KNOW THEM WELL

And Not Every Important Personage, Says Veteran Traffic Man, Behaves as Well as Those in Our Recent "Celebrities" Story



"A certain star who made a play famous the country over"

T'S all right to talk about your celebrities," observed the old timer, as he played with one of the handles of a calculagraph.

"But I've met a few celebrities in my time and have a few interesting cases stored away; and my recollection is that many of them didn't behave half as well as the celebrities we read about in the pages of Long Lines just a short time ago.

"For instance, take the vaudeville agent who was always trying to reach Johnson, the elephant man; or Brooks, the monkey man, or the Six Musical Simpsons, or Juno, the juggling marvel or some such. Most of us remember the time he tried to call Johnson, the elephant man early one morning.

"It was about sunrise. Early enough, he thought, to get any one on earth before he started for business. But he reckoned erroneously when he was dealing with elephant men. We received the report that Johnson had started from Providence for Fall River with his herd of elephants and would not reach the latter place until late in the day.

"Impossible, stormed the agent. He must get him right away. Couldn't we intercept him? Perhaps. Were we sure he had left Providence? Back to the Providence telephone we rushed, only to learn that the report was true. Johnson had left

and was walking his elephants.

"Braving the agent's caustic tongue, we gave him that report. All lies. We tried to intercept Johnson. But everywhere along

the line when we would reach a telephone we learned that the elephant owner had just passed.

"The agent waited until Johnson had reached Fall River. And then—Johnson wouldn't come to the telephone until he had fed his elephants.

"More trouble. Did we tell him who was calling? We did. Did we say it was important? We did—very important. We must go back and tell him again.

"We did. Johnson sent word that he wouldn't come to the telephone to talk to the King of England until the elephants were fed. And he didn't. Good thing we didn't have overlap ringing in those days. Next day friend manager sent a postal to President Vail complaining of the poor service he received the day before.

"Celebrities of the silver screen are all right as regards their telephoning and their telephone habits. But there are some bully people on the legitimate stage too. Not, of course, attempting to cast aspersions on the reel people that *Long Lines* spoke about so glowingly a month or two back.

"But, let's see, it wasn't only the movie people that were mentioned as celebrities, JUNE, 1923 ONG INES

was it? Well, anyway, the legitimate end of the theatrical profession—or the 'legit,' as it likes to be colloquialized or soubriqueted or whatever it is—furnishes more material for reminiscing among old timers than the screen folks ever can hope for.

"Prominent theatrical people are usually very considerate, and grateful for any help you may give them in getting their calls through. Well we remember the lady whose husband was an actor with the late Richard Mansfield. He had been in Mansfield's company for 20 years. But that didn't help his wife to keep track of him when he went on the road. Evidently he could not keep his fountain pen in good writing condition, for she never knew where he was. As soon as his road season started some of our troubles began. Invariably she would call to say that the last she heard from hubby was in Cleveland or Indianapolis or Detroit. He didn't say where they were going next, though, and would we please try to find him? We would and we did.

"Our first step would be to call the local office of a dramatic newspaper. Could they tell us where Richard Mansfield's company was playing that day? They could. A ticket would be made out for the city they gave us. In due time husband and wife would be conversing.

"We never gave away our method of locating him and she thought it was a wonderful piece of work each time we did it, which was about three times a fortnight.

"Shortly afterward her husband died. And after a while she married again. But before she did she called us up and told us what her new name was to be. And we never heard from her again. She was our idea of a lady.

"And then there's a woman star who made a play of 18 or 20 years ago famous the country over. One time she was playing in Boston for what was considered in those days a long run. Every night after the



show the manager would call the star. And each time our recorders heard his number coming over the circuit (some will remember the old reversed order circuit) a ticket would be made out and the call passed to Boston.

"By the time the recorder reached the calling party on a recording trunk the called party would be ready. The resulting FSR interval would be so infinitesimal that it almost took the manager's breath away. And so gracious was he at the exceedingly fast service, and so amazed, that he never fully recovered from his wonderment. We made a pleased customer, mystified though he was.

"Taking them all in all the theatrical folks are no different from people in other businesses or professions. All are of the same stuff when it comes to praise or complaint. What makes one man laugh will give another man cause for dissatisfaction. What one man passes as a triviality another will write three pages of single space about.

"Which brings to mind one of our regular customers who always has trouble, to hear him tell about it. This man is a gold miner. He sells gold mining machinery. And he has told us it sometimes takes him as much



"It was about sunrise, but Johnson had already started from Providence to Fall River, walking his herd of elephants"

as two years to sell one machine, working constantly with his prospect meanwhile. Well, considering all the time you would suppose he had at his disposal, you might think a small delay once in a while would not make much difference. But it does, and a detailed record and a verbatim report of all that is said during the course of his call is kept and referred to as a complaint. He is a personage none of us likes to deal with.

"Then there's the prominent man who, if he receives faulty service anywhere, always calls our office to complain, no matter in what part of the country he may be. He has grown into that habit because he thinks if anything goes wrong we are the only ones who can straighten it out. This is expensive, but he doesn't seem to mind.

"There is a well known man who nurses the obsession that when he calls from his own telephone, or as soon as the Long Lines operator knows that he is calling, blooey!-off goes the lid. From that time on he is treated worse than a discarded pancake. Talk with this man and he seems perfectly normal. But he insists that the service he receives from pay stations is excellent, a startling contrast to that obtained from his own telephone. And all because nobody knows who is calling from the pay station!

"Pleasing tones, correct diction, perfect

enunciation, voices with smiles as broad as the setting sun; loud, rough, coarse and gruff tones, mumbling and grumbling enunciation, faulty diction and cloudy voices, are intermixed with the great and the near great in just the same proportion as with the commonplace populace. One man thinks his long distance call is more important than the next man's. But if he were to analyze the situation, his sense of fairness would tell him that all calls must be handled in the order of filing—which is what we do. Important personage or no; theatrical star or screen celebrity; financial genius or P. B. X. operator; office boy or office manager-we know them all full well and we try to serve them all alike and in such a way as to deserve their friendship. But we never know what the outcome of any call may be.

"When you come right down to it, the golden rule is the best guide there is to telephone courtesy. All of our patrons, celebrities or otherwise, would admit that right away, if they stopped to think. But that's just the trouble—sometimes they don't. The g. r. is always remembered at the receiving end, but it is occasionally for-

gotten at the other end.

"A celebrity by any other name may sound as sweet. But, celebrity or not, all the Long Lines operator asks is a square deal. And usually she gets it.'

And Then the Fun Began

Y line, which is hardware, was pretty dead. My board of directors wired me, asking if I did not think I had better quit traveling until business picked up. . . So I started traveling a new way—by long distance. I sat in a Denver hotel and covered the United States of America, Canada and Mexico.

Came the report on my first call, which was to Santa Fe, and then the fun began. Five hundred miles south of Denver came in. Eleven hundred miles northeast from Colorado came in. Way down on the sunny shores of the Pacific Ocean a call was open. Way up in cold Manitoba, where the snow was 20 feet deep, the operator said, "All ready."

Chicago, with its grime and smoke, blinked at me through the fog and mist. St. Louis, where you could almost hear the rumble of the great paddle wheel boats on the Mississippi, said, "All ready."

Little Pueblo, in the midst of the Rocky Mountains, came in. The great flour mill city of Minneapolis shouted, "Here I am." Kansas City, way down on the Kaw River, with its tens of thousands of cattle in the stockyards, bellowed back, "Here we are.

The great railroad terminal in Washington, D. C., said, "All ready." Way down in Atlanta, Georgia, in the cotton fields, a girl's voice, with that delightful southern accent which is so charming to a man's ear, said she was ready.

When our directors got the reports of results from that batch of telephone calls, they changed their minds about waiting for business to pick up. It had picked up.

From a pamphlet by Spencer Janney Steinmetz, President, John Steinmetz Sons, Boston, Mass.

WHERE THE THRILL OF THE GAME COMES IN

T is true that wages are necessary and vital. The man in the ranks must have them, just as you and I must have them, for our work. They are necessary and vital to society. But wages are only money, that is all they are, just money, and money is a long way from being the whole thing. . . .

When the man in the ranks finds that the interest of the boss is not confined solely to the balance sheet, he soon ceases to center his whole interest solely on the pay envelope. He knows just as well as anybody in this room knows, that wages do not buy him and cannot buy him the thing that he wants above all else, and that is the pride and joy of work. Where do you people in this room get your real fun? You get it on the job, every day, working on your problems, working at the problems of your industry. That is where you get it.

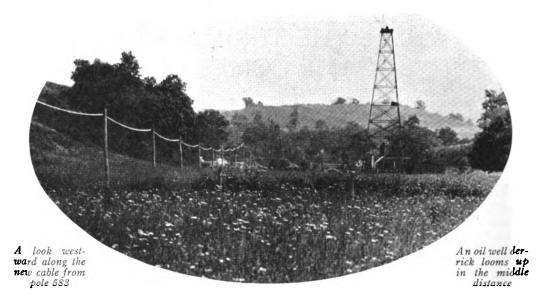
There are men in this room who could retire from business tomorrow. They have the money to retire, but they do not dare do it. Why? They are afraid they would shrivel up and blow away if deprived of the joy of work—interesting work. That is their great big interest in life.

Don't you suppose the fellow in the ranks wants to get a little taste of that? He wants it and needs it more than he or any one of us realizes

He knows wages will not buy it, and he knows that wages alone will not buy him a real status in his industry, but he wants to get into his industry and be a part of it. His industry is his only chance for contact with the world, and the big scheme of things, just as it is your big contact and my big contact. You say they do not "care?" You say that the men in the ranks do not care? I tell you, the man in the ranks is waiting right at the chalk line to grasp the hand of welcome the moment it is stretched out to him, the hand of brotherhood and friendship, the hand that is going to pull him over that chalk line, from being a water carrier for the team, to being an honest-to-God member of the team. That is where he is waiting.

And when he comes across that line, he is going to come to cooperate, to team play, to get into the game and get the thrill of joint accomplishment that means as much to him as to you and me, to win or lose fighting shoulder to shoulder with his comrades in his industry.

From an address by E. K. Hall, Vice-President, A. T. and T. Company, before the Illinois Manufacturers' Association at Chicago, Ill.



Another Big Link in the Chain

Pittsburgh-New Castle Section Added to Cable Which Will Soon Bind New York and Chicago. By E. W. Welch and F. Roller, Div. 2 Plant Office Philadelphia

pire takes its way." The same thing is true of our cable plant. We have recorded in these columns from time to time the completion of various links of what is to be ultimately our New York-Chicago cable. In September, 1921, the Harrisburg-Pittsburgh section was placed in service. While this section was under construction plans were being prepared for the Pittsburgh-New Castle and New Castle-Cuyahoga Falls sections, the former is now complete and has been partially placed in service.

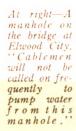
This latest extension of the cable will be jointly owned and used by the Bell Company of Pennsylvania and the Long Lines. In our January issue appeared a view of our new repeater station at New Castle, which is typical of the structures being erected at 50 or 60 mile intervals along the cable route and without which the present

type of small gauge cables could not be operated over any very great distance.

The Pittsburgh-New Castle cable is a full

The Pittsburgh-New Castle cable is a full size aerial cable and contains 19 quads of No. 16 gauge conductors, 120 quads of No. 19 gauge conductors and one tracer quad of No. 22 guage conductors. It is 50.8 miles long and about midway it is tapped into Rochester, Pa., by a branch cable approximately two miles long. In this new cable are incorporated the most modern refinements in long distance telephone cable design, provision being made for the operation of a large number of four-wire circuits.

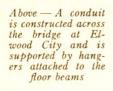
The country traversed by this section of the cable, although of rugged contour, is vastly different from that between Harrisburg and Pittsburgh where extremely mountainous conditions were encountered. The country west of Pittsburgh is almost entirely given over to the production of oil, gas and bituminous coal. The landscape is dotted with oil and gas wells and en-

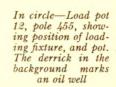


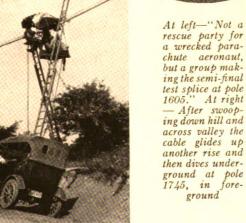


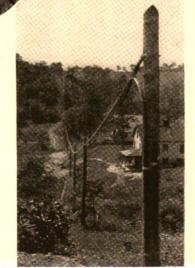
Below — A quartette of linemen at pole 704, located in a mountainous part of Pennsylvania, splicing the cable to load pot 18

Pittsburgh-New Castle Cable Job Finished









trances to coal mines. These provide a marked contrast with the section east of Pittsburgh where the cable runs largely through wooded sections and is comparatively free of industrial developments.

The cable line in general parallels the Ohio River between Pittsburgh and Rochester at a distance of from two to eight miles. From Rochester to New Castle it follows the Beaver River at a distance of from one to three miles. This route avoids conflicting construction with other wire using companies whose lines are located along the river road, the river road being the main artery of travel between Pittsburgh and New Castle.

The cable is routed through a network of back roads. But these are so irregular that their use would have made a reasonably straight line for the cable impossible. Because of this it was necessary to purchase private right-of-way for over three-quarters of the distance. Board and lodging accommodations through this section are so limited that the establishment of camps was found necessary for our construction men. Three of these were operated at convenient points throughout the construction period.

The level of the cable line is in general about 400 feet higher than the shipping points along the river road. This made the handling of material difficult. At some points it was necessary to truck cable, one reel at a time, for seven miles up heavy

The poles supporting this cable are of 25foot class "A' chestnut timber. The butts of these poles were given open tank treatment on the job by the use of a portable tank treating plant. It is expected that this treatment will increase the life the poles several years.

The portable

pole treating plant is the first of its kind to be used by this Company in connection with pole line construction. The creosote penetrates the poles to a depth of about one-fourth to one-half inch. Great care was required in hauling the poles from the plant to their assigned locations over the rough country so that the impregnated shell would not be seriously damaged by abrasion.

The only community of any size along this section of cable is that of Elwood City. This comparative absence of building construction made aerial cable construction practicable except at Pittsburgh, Elwood City and New Castle, where underground construction has been provided. The underground portions of this section of cable in these three cities totals 11 miles. of which five miles are beneath the streets of Pittsburgh, two miles in Elwood City and four miles in New Castle.

A problem of particular interest in the conduit construction was encountered in Elwood City where it was necessary to route the cable over a bridge which spans a deep valley with precipitous sides. The bridge is a combination truss girder and concrete arch type of construction, the arch spans being on the shore ends and the truss span in the middle.

The conduit structure is supported by hangers attached to floor beams for the entire length of the bridge except at the arch spans. At the arch spans it was necessary to cut through the base of the arch just above the concrete piers and to provide a manhole at this point for the pur-pose of taking care of the difference in elevation between the duct on the girder

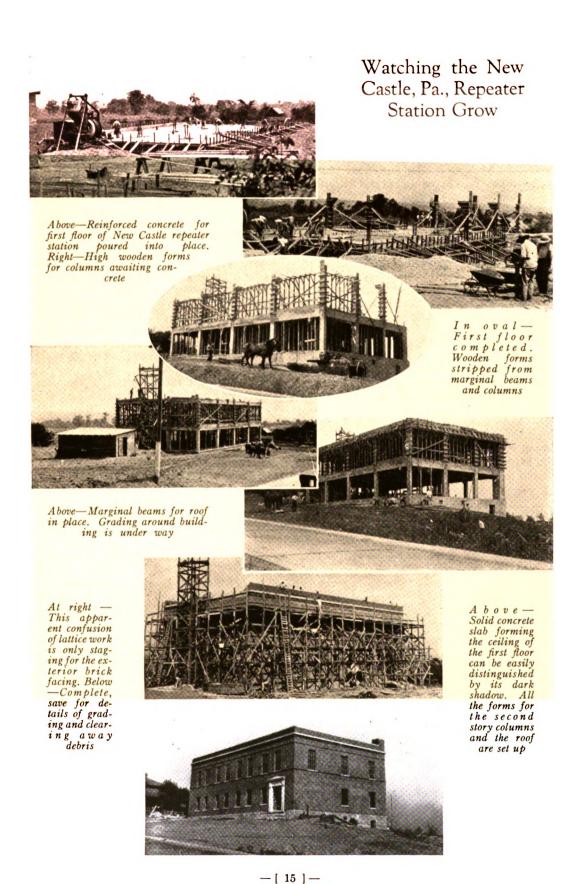
> side and arch side of the manhole. It was necessary to fan out the conduit where it crosses over the tops of the arches because of lack of room between the top of the arch and road pavement.

There are three manholes on the bridge, one in each arch adjacent to the girder span and

The New Castle repeater station is of the same general type as the other structures erected at 50 or 60 mile intervals along the route of the cable

> one near the middle of the bridge, the last being of special construction. This manhole consists of a framework of iron suspended from the under side of the bridge and is three and a half feet wide by 15 feet





long. It is needless to say that cablemen will not be called upon frequently to pump water from this manhole.

The initial loading on this cable includes medium heavy loading for 36 quads of conductors in the through cable. Type 32-A cases are used, each containing 36 585-A and 72 584-A coils. In addition, the side circuits of 25 quads between Pittsburgh and Rochester are loaded with 22-C cases, each containing 50 562-A coils. The average spacing between loading points on this cable is 5,986 feet.

The first circuits placed in service in this cable were between Pittsburgh and Rochester and were cut into service on December 2, 1922. The first through circuits for the Long Lines are expected to be placed in service by July 1, 1923.

The New Castle repeater station is located on a lot 200 feet by 225 feet along the main concrete highway leading to Youngstown, O. The building consists of two stories and a basement and is of the reinforced concrete type. It is 82 feet 4 inches long by 49 feet 10 inches deep, with an exterior finish of wire-cut face brick. For the base, concrete is used and for the main entrance, cornice, and trim, Indiana limestone is used.

On the first floor there is a main entrance

hall, power room, battery room, storeroom and recreation room. The second floor is one large room for the protector and distributing frames, testboards, repeaters and associated equipment. The basement is excavated full height between walls and contains boiler room, coal storage room, cable vault and two storerooms with space for a third storeroom. There are also two small sub-surface rooms adjacent to the basement which are designed to house the supply circuit transformers and for the water pump and storage tank.

While the general arrangement is similar to the repeater stations on the Harrisburg-Pittsburgh section of the cable, the details of construction are materially different. In place of a framework of steel and exterior brick walls sufficiently heavy to serve as bearing walls for floors and roof, the new station has concrete columns, floors and ceilings and the exterior walls above the main base are one thickness of face brick backed by hollow tile. This type of construction permits the structure to be carried to completion quickly and shows a substantial reduction in cost. The work on this building was started May 15, 1922, and completed November 15, 1922. In a later issue an account of the equipment being installed in this building will be given.

Out Before Daylight, in After Dark

HEN a big storm hit Indiana and Kentucky a couple of months ago, a lone lineman reset several single pole breaks on the Pittsburgh-St. Louis line, cleared scattered wire troubles and jacked up a two-pole break. He picked up a ground man and handled another similar break, then proceeded south on the Cincinnati-Chicago line, setting one to four pole breaks.

Out before daylight, in after dark, until Thursday, the fourth day, when a second storm blew a giant tree through this line in a locality where the roads were almost impassable. Nothing to do but walk and tote tools. So for miles he trudged steep hills and forded streams, until he found his trouble.

That night, when all the line except three pairs was clear, he called in to say that he was knocking off. He was so nearly exhausted that he could scarcely talk and he had two miles to walk and a stream to ford.

But listen: He had let his helpers go in some time before. He had had no dinner, no supper, and, worst of all, no Mail Pouch since noon. Listen again: On the nineteenth, while he was still out on the line making repairs, the stork visited his home and left him a son. And he, 150 miles away, had told no one of the impending event.—G. A. Nancarrow, Indianapolis.



"Pardon me, you budding engineer," sez Hank, not thinking of any thin g worse to call me

Chewing viciously on his cigarette holder as if it was my ear—he smokes the kind you walk a mile for

Hank Inserts a Wrench

Instead of Fixing the Trouble, He Manages to Stall the Engine. By F. H. Harris, Division Plant, Chicago

EAR Mr. Long Lines: Seems to me your education has been neglected regarding the trials and tribulations of a specification writin' engineer. I mean an inside equipment specification writin' engineer. Take my last flight into ethereal space, f'r instance.

To begin with, whenever I extend myself and writes a spec., I always takes Hank into my confidence just to gain the everlastin' benefit of his fruitful suggestions.

Not so long ago I sez to my friend Hank, I sez, "Hank, led me your ears and cast your glittering orbs on my latest literary gem, spec's. No. 348, covering the installation of two No. 215 jacks what you plug plugs into in the Terre Haute Office. Knowing your unbounded enthusiasm for spec. writin' and things in general, I crave your constructive criticism in this connection."

Since Hank didn't say nothin' I proceeded.

"You see it's like this; one of those N. Y. spec. writin' engineers sends S. H. a letter and sez that inasmuch as we are familiar with all the details it is believed that probably we would enjoy writin' the spec's. for two jacks in the metropolis of Terre Haute. He goes on to say that in case this is not agreeable to us to please advise.

But of course it's a pleasure so we don't advise."

"Yes, yes, go on," sez Hank, favoring me with one of his most impressive executive expressions.

"Now Hank, don't get prematurely provoked," I sez. "The best is yet to come, if you just give me time to explain and expound." I laid the results of my feverish exertions on his private desk with trembling hands

"Look!" I expostulated. "This is one of the proudest moments in all my life., spec. No. 348 is a real offspring of my fertile brain. Take a slant at this floor plan. Boy, placin' the doughboys in the line of battle on the late front is nothin' compared with my clever manipulations of space and equipment. Puttin' two jacks in the Terre Haute office is just like puttin' two wildcats into a sardine can."

I waxed eloquent.

"Not being enough space to install two No. 215's in the existing testboard, it behooves me to install a jack box at the north end of the trouble shootin' device. 'That's fine business,' I sez to myself, till I discovers that adding a jack box must necessarily entail and involve moving the adjacent carrier current repeaters. But that was easy. I simply moved the repeaters over about a foot, then turned three duplex

tables around, took out a column in the center of the room, shifted the Chief Testboard Man's desk back of the main frame and abolished all cuspidors.

"But, however, when I comes up for air I pursues a line of thought that leads me to believe that since a duplex table is bang up against the door of the operating room, the same will probably be useless. To obviate this fact. I move all telephone repeaters north by northeast 7½ inches, eliminate two desks, orient three coil racks and the testing battery and-

"Pardon me a moment, you budding engineer," sez Hank, not thinking of anything else worse to call me and chewing viciously on his cigarette holder, wishin' perhaps that it was my ear (Hank smokes them kind you walk a mile for). "All I got to say to you is this, namely, I hope you have to make up the estimate for this infernal spec. and then live over it.

I heaved a sigh and sez in most distressed tones. "Hank," I sez, "don't try to discourage me. I know I'm young and tender but that's how I got my start, fighting staunchly against discouragement.' Hank knew it was no use to

try to stop me, so I proceeds.

"Well. I drifts around like a rudderless tug in this sea of equipment, trying first one arrangement and then another till, smack! an idea hits me right in the cerebrum. I figure I'll get this idea patented and I can hardly wait till I get my letter of commendation from T. G. I decides, Hank, that the one and only way to eliminate all this trouble is to install a beautiful hand-carved equipment balcony all around the testroom. This idea is applicable to all Long Lines testrooms. Hence its usefulness.

"This," I sez, "is the final layout for Terre Haute and the initial and only installation of its kind ever planned. course. I may have to cut off the top half of the distributing frame and dispose of the same, and let said balcony rest on one end of the testboard. But that is a painfully small detail."

But, Mr. Long

Lines. I notices as Hank scans the foresaid floor plan, that a look comes over his face something like when he don't feel so well and then he bursteth forth.

"Listen to me, Boy, listen," he sez.

"Yes, Jasper," sez I.

"This grandillaquent idea of yours is most impressive, but—I've been to this town of Terre Haute and in the selfsame testroom, and I recollect that McOuinn used to have a waste paper basket right at this point," he sez, indicatin' where I have the gain measuring set shown.
"You're right," I sez, gettin' a little hot

under the collar and pale around the gills. for I knew trouble was comin' and I didn't

need no aerial to tune in.

"Well," he sez kinda like a young thunderstorm, "what did you do with that receptical for discarded papers? Where-areyou-going-to-put-that-basket?"
"I dunno," I sez, kinda weak like.

"You dunno!" he sez in disgustment. "You know this," he goes on, just a little bit fierce like. "You know you got to do this all over again because you pulled a boner and forgot that wastebasket." And then friend Hank laughed long and loud and most disrespectfully.

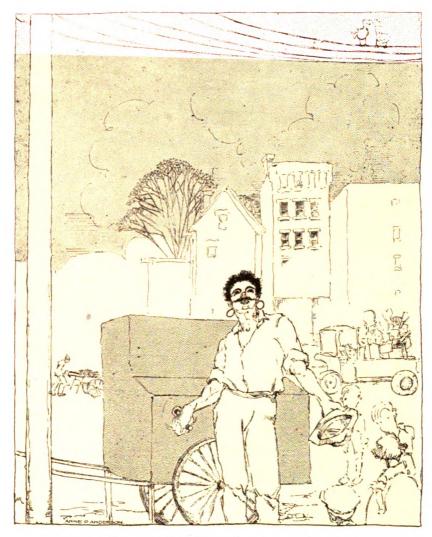
I gives a couple of gasps and finally I collects myself and I sez to Hank, rather cool like, "You big hunk of cheese," I sez. "When it comes to constructive criticism of my spec. writin', you don't differentiate sufficiently between objectionable familiarity and legitimate persiflage.'

"Yes," sez Hank slowly and with great feeling and a far away look in his eyes, "I'll take the same." Hank'll probably never know how near he was to hearin' the hinges on the pearly gates squeak at that

minute. Somehow, though, I managed to disobey that impulse and, lettin' go the desk set I was already poising for the swing. I went away.

But I like Hank nevertheless. so sympathetic and so full of tact. And besides, I gets a letter the next day from T. G. sayin' that we don't need those fool jacks anyway.

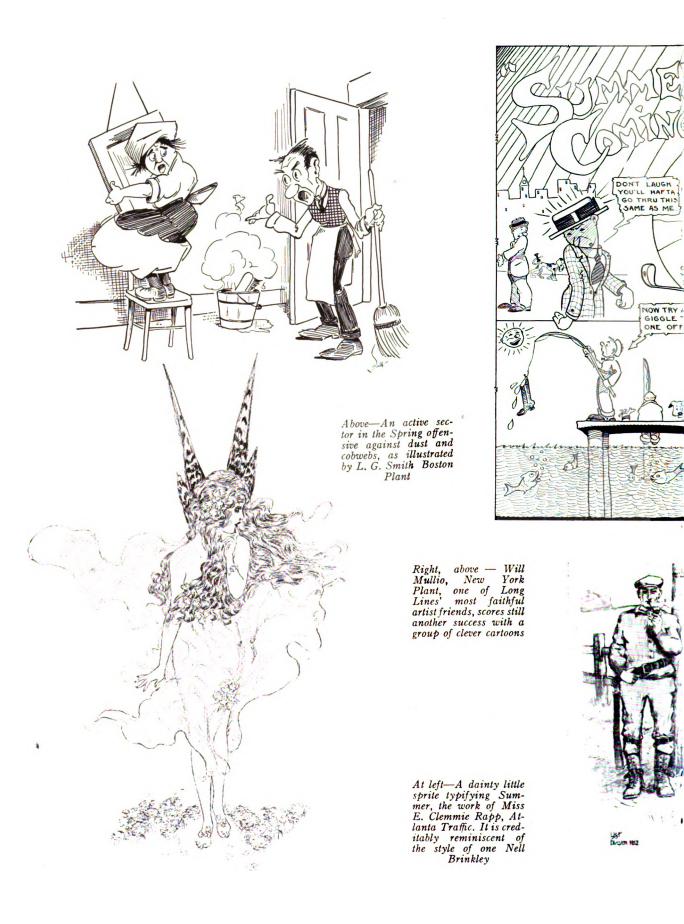
"THE one and only way to eliminate all this trouble is to install a beautiful. hand carved equipment balcony all around the testroom," writes Mr. Harris. "This idea is applicable to all Long Lines testrooms."



Many a professional artist might well envy the skill and delicacy which Miss Anne P. Anderson, Chicago Plant, has shown in this sketch

SUMMER'S COMING!

'Summer really is going to arrive one of these days," was the gist of the message sent to artist friends in the Department. "Won't you send in a drawing to illustrate that thought?" As usual, they obliged. And on this and the following two pages you will see how well Long Lines' artists respond to a suggestion

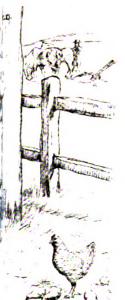




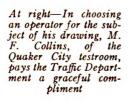


June: "You Lie, August"

Above—R. L. Bodine, Traveling Auditor, an old friend of our readers, adds this drawing to his already long list of humorous sketches



At left—J. L. List, Philadelphia Plant, leaves no doubt as to the time of the year in this picture of one of our linemen, fully equipped for the day's climb







S. L. Ross, A. T. and T. Company, singing before the microphone in the large studio at Station WEAF. Sound deadening draperies hang against the walls

WEAF Now Broadcasting From 195 Broadway

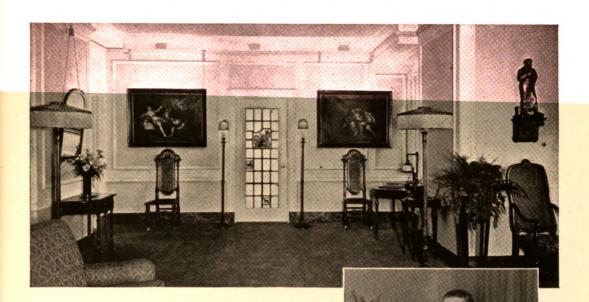
ROADCASTING for the first time on the new wave length of 492 metres, assigned to it by the radio inspector of the second district, WEAF, the station of the A. T. and T. Company in New York City, entered another phase of its history on May 15. The program given in the new studio at 195 Broadway, went out over the antennae on the roof of 24 Walker Street, New York.

Nothing has been left undone in the way of up-to-date refinements to make the station, formally placed in service April 30, modern and highly efficient. It embodies the most recent developments in studio acoustics, in studio arrangement and many technical improvements in broadcasting equipment. That these improvements were desirable was indicated in the half year of broadcasting by WEAF that has just passed.

Much of the improvement in acoustic properties is due to minute attention to detail. The parquet floors are laid in pitch and are insulated from the walls of the studio. False walls are used between the studios and the hall to introduce a dead air space, making them practically impervious to outside sounds.

The draperies on the walls are so hung that they can be adjusted to give the correct degree of deadening for the particular program or number being transmitted. For instance, heavy brass bands require more deadening than a quartette or a pianist. A speaking voice requires the least deadening for good transmission. In every case the studio director can make his corrections and adjustments without loss of time.

A feature of the new installation is the use of two studios, a small one for singers, speakers and small groups of instruments, and a large studio for bands, large choruses and orchestras. Between the two studios is the announcer's booth from which the programs are directed. This will eliminate much of the delay between numbers on the program, for while an orchestra is assembling in the large studio the radio audience will be entertained by soloists or speakers in the small studio. When the large studio is in use, an artist can be preparing to



All who "face" the radio audience—statesmen, artists, business men—find their only contact with the radio world in the studios and reception room. So it was considered desirable that these rooms should have an atmosphere of dignity, comfort and good taste. Glimpses of the reception room above and below, show how well the professional decorators have struck these notes in furnishing it.

At right—Upwards of a million people have heard V. A. Randall, WEAF's announcer, speaking night after night. Many doubtless have wondered what the owner of the voice looked like. Here he is, sealed in front of the microphone



broadcast in the smaller room next to it.

Large windows opening into the studios on either side of the announcer's booth enable him to see exactly what is going on in each room. By means of switches he can put on the air the various microphones required. The booth is especially sound insulated so that practically none of the music from either studio penetrates into it. A small monitoring loud speaker, located in the announcer's booth, brings the program to him exactly as it reaches the radio audience. By this means he can determine the correct position of instruments in an orchestra, and the placing of speakers and singers. Directions from the announcer to artists in the studios are transmitted through special loud speaking equipment.

Adjacent to the studios is the plant department, where all studio and circuits from outside terminate in a power input panel. A system of adjustable distortion networks is here located so that the attenuation of wire telephone lines used in connection with radio broadcasting can

be suitably equalized.

Several new types of measuring instruments have been developed and installed which enable the engineer to determine the gain of amplification attained by any particular group of amplifiers used in connection with radio broadcasting.

At the bottom of this page a diagram shows the arrangement of the new broadcasting studios. The announcer's microphone (1) is located in a sound-proof booth. The loud speakers (2 and 3) in the stu-

dios repeat the announcer's introduction of artists and enable him to give directions. Switcheson the announcer's control panel

(4) enable him to switch in his own announcing microphone or those in the large and small studios (5, 6 and 7).

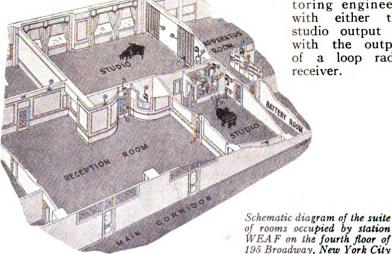
The announcer's loud speaker (8) enables him to hear the performance as heard by the radio audience so that his directions are given from the audience's point of view. Colored signal lights (9 and 10) indicate whether the studio is on the air. the carrier wave is sent out, the microphones are switched in or whether the studio director or announcer is wanted on the telephone.

Each door to the studios has a red signal light (11) which indicates that the studio is on the air. If any one disregards this signal and opens the door when transmission is taking place, the loud speakers are automatically disconnected. As a further precaution the doors (12) are equipped with special knobs which can be opened only by some one familiar with them.

A loud speaker (13) concealed in a horn closet, reproduces the broadcast entertainment for the reception room. A ventilation system through ducts (14) keeps the studios and reception room cool and comfortable. Adjustable deadening curtains (15) are readily adapted to suit the music being transmitted. A double wall with dead air space (16) prevents the radiation of hall and elevator noises from the main corridor to the studio. The announcer is in direct communication with the engineers through a desk telephone (17). Equipment panels (18) are mounted with the necessary apparatus. Behind them is a large loud

speaker (19) which provides the monitoring engineers either the with studio output or with the output of a loop radio

receiver.



Ether Waves vs. Crime Waves

SHERLOCK HOLMES probably turned over in his grave at the thought of the opportunities he had missed, when the Long Lines Plant installed and operated loud speaker apparatus and circuits for the broadcasting of the proceedings of the International Police Conference held in New York last month. If the famous detective had had such means to help him track down criminals, crime waves would now be mere ripples.

Members of the conference came from all over the world. Canada and the South American countries were especially well represented. Police chiefs and commis-

sioners arrived from China, Egypt, Denmark, the Irish Free State, Spain, Hungary, Miss Helner - Nielson, famous woman fingerprint expert from Copenhagen, was present.

The discussions and addresses were brought over direct order wires from the New York State Chamber of Commerce, and from the Commodore Hotel, to station WLAW, of the Police Department, where they were put on the air.

An amplifier was installed in a small balcony on the mezzanine floor overlooking the Great Hall of the Chamber of Commerce. Two cable circuits were used to carry the transmission from the control points to the broadcasting station, which was operated by Western Electric personnel. These circuits were routed through the Long Lines testroom at 24 Walker Street. Circuits also

ran from the Commodore Hotel to station WLAW.

The installation and operation was under the direction of the Long Lines Plant Department, as represented by W.D. Pomeroy, assisted by L. A. Williams,

Division 1 Plant, with the close co-operation of the New York Company.

No More Insomnia

Progress has thrown still another old custom into the discard—that of curing insomnia by counting sheep. The modern method is to remember all the telephone numbers you know, and by the time your friends' numbers are exhausted and business connections well under way, the chances are that you will be fast asleep. Incidentally, it is claimed that as a memory-developer this system runs the professionally conducted courses a close second.

His Time or Yours? Courtesy, says the Ben Franklin Witness, consists more of little things than big ones. There is one discour-

tesy frequently indulged in by printers, as well as other business men, who feel that they have arrived at the point where they are "big."

How many times do you answer the telephone and hear this, "Is this Mr. Blank? Just a minute, please, Mr. Bunk wants to speak to you?" This means that Mr. Bunk considers his time so much more valuable than yours that whatever waiting is to be

done you are to do it. I can imagine nothing more insulting to a busy man. If you call a man on the telephone It must be somewhat to your interest to do so or you wouldn't take the time. It is

well to remember that the other fellow's time is worth as much to him as yours is to you.

Putting it off, says Earnshaw, will never put it over.



A new book, tersely written, liberally illustrated and substantially bound in blue cloth, that is surely going to be a valuable addition to the literature of accident prevention

Schuler of Reading Is New Pin King

His Record at Close of Season Entitles Him to Long Lines Championship, Says N. C. Le Vee of Chicago





Top—New Haven team, winners of the Worcester tournament. Left to right, front row, they are Currier, Capt. Babcock, Bowlby; back row, Watson, Wadlin. Below—Springfield's aggregation, which lost the cup to New Haven; P. S. Maisack, individual champion of the Empire League, is center man, back row

HREE years ago when Reading, Pa., first entered a team in the Inter - City Bowling League, there were only two members of the Branch who had had any previous experience game. the Since that time bowling has been one of their most earnest activities. Now, at the completion of their third season, they have finally ac-complished their object by winning the championship of the Keystone Bowling League.

Schuler, their lead-off man, has established a record the past seathat son will stand for some time to come. In the Keystone League he bowled 48 games for an average of 197-26 which is the highest in any of the Long Lines leagues. In the

annual telegraph tournament he won the single event with 683, and with his partner, Groninger, captured the two-men championship with 1286. In addition to this Schuler won the all-events, with a total of 2010 pins for the nine games, an average of 223-8/9 pins per game. This is very close to the world's record for this event. There is no doubt he should be given the title of individual champion of the Long Lines Department.

The ball he used was won in last year's telegraph tournament. He bowls a medium speed straight ball which is very effective. This record of Mr. Schuler's seems all the

more wonderful, as he is practically new in the game, having only been active in it during the past three or four years.

Groninger, who has been in the game about the same length of time as Schuler, also has made a record that will be hard to beat. In one series he hit the pins for a 728 count. He is a heavy man and rolls a fast ball which makes the pins fly.

Bickley has also done exceptionally good work the past season.

These three men, with Dieffenbach, Rarick, Kurzweg and Mc-Dowell, made up the Reading team that won the championship of the Keystone League. Their best series was on January 8 when they toppled 2937

pins, a more than creditable showing. In the Universal League the Cleveland girls repeated and won the championship of that league for the second time. This was due to the consistent bowling of all the girls, the Misses Walter, Krueger, Blickert, Nugent and Kercher. Miss Krueger was far in the lead, with an average of 144 for 60 games bowled, which was high in the league. Miss McDonnell of Chicago finished second in the individual list with an average of 136. In one game she bowled 207, which was the highest single game bowled during the season.

In the last series of the schedule Miss

JUNE, 1923 ONG INES

Martha H. Rast of the Buffalo team came through with an average of 164-2 3, the highest average bowled in one series during the year.

The Buckeye League championship was won by the Maumee team. Their captain, A. E. Sorge, is individual champion of that

league.

Springfield, Mass., for the second time won the cup in the Empire League. Maisack of that team held the high season average of 191 for 45 games bowled.

The Fifth Annual Bowling Tournament resulted in a victory for the New York Long Lines Commercial team. This team, composed of Lieske (captain), Croxson, Stafford, Cowham and Adams, ran up a total of 2739 pins.

The doubles was won by Schuler and Groninger of Reading, with 1286 pins to their credit. Schuler also won the singles and all-events with 683 pins and 2010 pins

respectively.

The final results of the various leagues follow. In each case, the standing of the first two contestants appears in detail. The others are listed in the order in which they finished.

Universal League (Ladies)—Cleveland, won 57, lost 6; avg. 641-41; high game, 796; Chicago, won 48, lost 15; avg. 586-47, high game, 720; Omaha, St. Louis, Buffalo, Toledo, New York, Philadelphia. Individuals: Miss Krueger, Cleveland, avg. 143-49, high game, 196; Miss McDonnell, Chicago, avg. 135-12, high game, 207; Misses Nugent, Kuehn, Blickert. High average 3 games, Rast, Buffalo, 164-2. High single game, McDonnell, Chicago, 207.

Keystone League—Reading, won 44, lost



Cleveland girls topped the Universal League at the end. Left to right they are Misses Walter, Krueger (league individual champion), Blickert, Nugent and Kercher



Reading winners in Keystone League. Front row, left to right they are Dieffenbach, Capt. McDowell; rear, Schuler (Long Lines champion), Groninger, Bickley

4; avg. 881-47, high game, 999; Harrisburg, won 35, lost 13; avg. 719-47, high game, 925; Philadelphia 75, Chicago, Philadelphia 64, Indianapolis, Scranton, South Bend, Pittsburgh. Individuals: Schuler, Reading, avg. 197-26, high game, 246; Groninger, Reading, avg. 187, high game, 242-2; Murray, C., Harrisburg; Bickley, Reading; Leisman, Harrisburg. High average 3 games, Groninger, Reading, 242-2. High single game, Bickley, Reading and Ward, Philadelphia; tied with 246.

Buckeye League—Maumee, won 36, lost 18; avg. 786-53, high game, 896; Chicago, won 35, lost 19; avg. 820-50, high game, 955; Minneapolis, Omaha, Detroit, Beaver Dam, Cleveland, Davenport, Ft. Wayne, Indianapolis. Individuals: Sorge, Maumee,

avg. 183-16, high game, 234; Benjamin, Minneapolis, avg. 182-28, high game, 247; Rowley, Chicago; Young, Davenport; Young, Omaha. High average 3 games, Benjamin, Minneapolis, 228. High single game, Helmick, Maumee, 247.

Empire League—Springfield, won 42, lost 6; avg. 866-40; high game, 972; New York, won 40, lost 8; avg. 868-20; high game, 992; Chicago, Buffalo, St. Louis, Milwaukee, Kansas City, Terre Haute, Troy. Individual: Maisack, Springfield, avg. 191-3, high game, 247; Pryor, Buffalo, avg. 185-1, high game, 231;

Brosnan, New York; Cowham, New York; Kellogg, Springfield. High average 3 games, Maisack, Springfield, 229-1. High single game, Weiss, St. Louis, 264.

Telegraph Tournament—New York L. L. Commercial, 907, 906, 926: 2739; New York, General Plant, 924, 897, 835: 2656; Chicago District, 835, 937, 881: 2653. Two men teams: Reading, Pa., total 1286; Philadelphia District, total 1153; St. Louis, Mo., total 1145. Singles: Schuler, Reading, 200, 277, 206: 683; Sorge, Maumee, 220, 181, 191: 592; Lieske, N. Y. Commercial, 190, 190, 209: 589. All-events: Schuler, Reading, grand total 2010; Hacker, Philadelphia, 1765; Brossman, New York, 1744; Harter, Cleveland, 1727.

—N. C. L., Chicago

Maumee bowlers won the trophy cup in the Ohio Bell League after a close race to the finish. The standing of the teams at the finish was in the following order: Maumee, Long Lines; Assignment; Equipment; Commercial; Engineers; Cable; State Maintenance No. 1; Plant Office; State Maintenance No. 2; Traffic.

Some individual prizes were also won by the Maumee men, A. Sorge having high individual average, 180.4 pins, and also high total score for three games, 630 pins. F. Helmick, held high individual score with 247 pins.—C. A. G.

The members of the New York General Traffic team of the Universal bowling league (girls) wish to congratulate the winners in the 1922-1923 tournament. The members of the New York team bowled their last game of the season on the evening of April 16. Competition was keen because of the prizes which had been offered for team and individual high score. Although this game was not counted in the Universal tournament, the players made a better showing than in some of the games they rolled during the season, which fact encourages them to look forward toward participating in the next season's tournament, with hopes of capturing first place.

The participants will not forget this last bowling tournament and banquet at Worcester for many a day to come. First it was such a splendid gathering, such an enthusiastic match, such a delicious repast and such lovely dancing afterward; and, second—how it did rain that eventful Saturday! Nevertheless we'll take another chance on Nature's fury, any time she so strenuously tries to dampen the morale of an Association of Employees' gathering as colorful and brilliant as ours.

The ladies deserve great commendation for the loyal, 100 per cent. way in which they turned out. Their enthusiasm and their hearty laughter could be heard on every hand. To say that the affair would have been entirely without any sunshine without their genial presence is putting the matter lightly. Our hats are off to the ladies!

When the excellent orchestra in the State Mutual banquet hall concluded its first number, handclapping and cheering shook the room and winding his way among the numerous tables came our esteemed and amiable chief, the Hon. C. C. Quimby, of Boston. Other guests included Mr. Lister, of New Haven, Mr. Ward, of New York, Mr. Watson, of New Haven, Mr. Lawson, of Hartford, Mr. Frazer, of Providence.

Mr. Quimby, in his presentation of the loving cup to New Haven, which team carried off the honors, wittily remarked that, although the cup had slid out of District 13 into District 12, the fact was evident that three of the bowlers on the New Haven team had received their initial training in Boston. Applause.

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Mr. Lister of New Haven in his acknowledgment and acceptance of the cup, humorously replied that while he granted Mr. Quimby this distinction, nevertheless it was to be remembered that while the material as received from Boston was exceptionally fine, the fact still remained that New Haven had added the necessary impetus of improvement which had carried the team to its glorious victory. More applause.

The order in which the teams finished follows:

New Haven, with a total pinfall for three strings of 1330; Springfield, 1303; Boston, 1289; Hartford and Providence, tied at 1212.

While we of Springfield regretted keenly seeing the cup leave our "city of homes," nevertheless we heartily congratulate our neighboring co-workers upon their splendid victory. Let the good work go on. Here's looking forward to the events of 1924.—W. A. W., Springfield.

IONG LINES JUNE, 1923



Above—A sure 'nough minstrel show gave the Buffalo Plant party a running start. It ended with several hours of dancing

At left-Members of the cast who presented a lively program that included a musical production and a Burmese dance

Black Face Art at Buffalo

EMBERS of Buffalo Plant Branch 16 staged a real, old-time minstrel show in the assembly room on the seventh floor of the Telephone Building before a large and appreciative audience made up of members of the Association, their families and friends. The entertainment was the real thing in black face art and stage setting. It had its interlocutor and end men, together with the customary olio.

The jokes and songs were of local character and made bulls-eye hits at every turn. F. H. Zaehringer made a capital interlocutor. He and End Men Shear, Dirmyer, Gladding and Garvey brought down the house with their witticisms and parodies on Plant happenings. "The Lineman Went Over the Mountain," by the ensemble, was especially enjoyed. Miss Marion Mc-Cleary presided at the piano in a most artistic manner.

"The Ginger Snap Girls," a group composed of the dainty Misses Volk, Ballou, Gifford, Palmer, Mosipp, Ulrich and Shear, were delightful in the Burmese dance and

in a musical number of the latest creation. Arthur Gifford did a stuttering monologue. followed by the late musical production "Sara from Sara-cuse."

W. S. Pryor, jr., L. J. Emmerling, baritone and tenor soloists; Kierdorf on the violin and Dirmyer on the harmonica, with numbers by the A. T. and T. Trio, Emmerling, Simson and Besancon, presented the very enjoyable program.

At the conclusion a buffet luncheon was served by the committee, following which all participated in a dance to the music of a three-piece orchestra.

"Some day all the people of the United States will sing the 'Star Spangled Banner'

in unison by means of the telephone," predicted Dr. Alexander Bell in a speech of 1876.

A few minutes before noon on Armistice Day, 1921, in Washington and New York and at about nine o'clock in San Francisco. the Marine band in the amphitheatre at Arlington played the national anthem. Huge crowds in all of the above named localities stood and sang it together.



Association Ac- and Fes-tivities

New Secretary on the Job

Long Lines readers the new general secretary of the Association of Employees, Miss Ethel L. Morse. She comes to New York to take the place of

Mrs. A. M. Arnold, who resigned the position some time ago, shortly after her marriage.

In entering upon her new duties, Miss Morse is by no means making her debut in the Department. In fact, next month she celebrates the tenth anniversary of her entrance into the Long Lines, as a stenographer in the Plant Department, New York. There she eventually became chief stenographer, and was later assigned to do special work for T. G. Miller, General Plant Manager. Two years ago she went to Chicago, where she was employed in the office of Division Plant Superintendent S. Hogerton. There she remained until she returned to New York to take her present position.



The new general secretary of the Association of Employees, Miss Ethel L. Morse

Just Impressions

Gathered by Miss E. M. Townsend at the Dist. Traffic Branch 4 Dance, Phila.

"Dance tickets here; wardrobe, other side!"

"Gee! Some crowd!"

"Wonder whose music they have? Oh, Pat Riley's. He's good, what I mean!"

"Shall I keep my hat on to dance? It's small."

"Oh, Mary, I've lost my powder puff!"
"So, he sez to me, 'Well, if you'll be there and'll give me a dance, I'll buy a ticket.' And I'd promised about 25 other fellas the same thing, but I smiled sweetly and said 'Yes'—"

"Oh, boy! Listen to that music. 'Yes, we have no bananas.' Let's go!"

"Say, where are all those sheiks from? Oh, the Division Plant. They surely did turn out wonderfully, didn't they!"

"Sure, Bill, didn't I tell you to stag it? that there were some swell lookers among those District girls?"

"Oh, lookit Mr. and Mrs. Blanchard!"

"Yes, the Association'll make a bunch of money. They're going to use it for summer sports—swimming pool, track meets and baseball, I heard."

"He sez to me, 'If all telephone girls were like you, we'd never get sore.' I just laffed and sed 'Same old line. Get it patented!"

"Isn't that a scream! That fella trying to show the fat girl the finale hop!"

"An' I said, 'Gee, Mother, do I have to drag that kid everywhere? He's such a smart Alec; thinks he knows all the latest dances and just because I'm his sister can bawl me out if I don't do them his way."

"Yes, it's a sorta getacquainted family affair, isn't it?"

"I thought so until that sweet looking flapper over there gave me the cold and icy with 'Sorry, I have this dance.'"

"Oh, is that the last dance? Let's make a dive for our hats before the rush!"

The Phoneton bowling team, composed of Chandler, Miley, Wisby, Wesler and Cutler, met the bowling team from Beaverdam at Sidney, O., and won two out of three games, which gave them a plurality of 59 pins for the match.

Then, flushed with the success of their victory over Beaverdam, the Phoneton team arranged for a match with Columbus testroom bowlers. It was played at Springfield, O., and two of the three games were won by Columbus, giving them the victory for the evening by 71 pins.—E.E.A.

Guy F. Morehead's Death

UY F. MOREHEAD, Telegraph Repeater Attendant at Altoona, Pa., died April 15, a victim of pneumonia.

Although his service with our Company extended over a period of only two years and four months, he was exceedingly popular among his associates and was held in high esteem by all. He served as delegate to the district board from Branch 80 during 1922, and at the time of his death was a member of the Branch executive committee and correspondent to *Long Lines*. The poem, "Safety First," appearing at the bottom of this page, was his most recent contribution to the magazine.

Mr. Morehead was an enthusiastic employee and his death is a distinct loss to the Company as well as to his friends. Born and reared at Lawrenceburg, Ky., he was 33 years old at the time of his death. He entered our employ December, 1920, at Harrisburg, Pa., being transferred to Altoona, Pa., January, 1921. Our sympathy is extended to the family.—H. L. H.

Tastes Differ

As illustrated by R. L. Bodine, Traveling Auditor, on the last page of this issue, the executive committee of Branch 1, Accounting, New York, sent a questionnaire around to its members, bearing a list of well known outdoor and indoor activities. On this list each of the members of the department was requested to check his or her favorite amusements. Returns were filed by 35 women and 32 men. Ten members

of the department did not vote.

First place was taken by theatre going, with 60 votes, four more than attending the movies. Hiking and motoring tied for third place at 53 each. Evidently members of the branch like to travel.

Dancing and swimming were an even choice. Checkers held its own against radio by one vote. Amateur theatricals was two leaps ahead of instrumental music, and one vote behind singing. Knitting and pool ran neck

and neck together.

Fancy work was ahead of dressmak-But plain cooking finished in twenty-ninth place, while fancy cooking was fortieth. There were tie votes between track and field athletics — fancy work—plain cooking; basketball fishing—dominoes; dressmaking-five hundred — euchre and hunting-millinery-boxing.

After carefully analyzing the re-



Guy F. Morehead, Altoona, Pa.

port, we feel safe in saying that it proves conclusively nobody likes to wash dishes.

Safety First

Always think before you act—
Safety first!
Be sure your safety belt's exact—
Safety first!
In the pinches, keep your head.
Don't forget the things you've read.
"Haste makes waste," it's often said—
Safety first!

When you crank your motor car— Safety first!

Be sure your thoughts don't wander far— Safety first!

Just take your time and watch your arm. And then you're sure there'll be no harm.

Horse sense is the best luck charm—

Safety first!

If you start to cross the street—

Safety first!
Use your head and watch
your feet—

Safety first! You should worry about delays.

Better be standing with the "jays"

Than hear them saying, "There he lays!"

Safety first!

—G. F. Morehead, Altoona, Pa.



Mrs. Amelia E. Soukup has just returned to the position of assistant chief operator at Cleveland after working—and swimming—all winter at Miami, Fla.

Planes Crash Against Telephone Poles

ITHIN a few days of each other contributors have reported two unusual breaks in which airplanesone in Minnesota, the other in Connecticut -crashed into telephone poles. In both

cases, fortunately, the aviators escaped with no worse hurt than a bad shaking up. But their "ships" were put out of commission, for the time being, at least. So were our lines carried by the poles which were hit.

Our Hartford loop, passing through West Hartford, Conn., runs along a wide, level A few field. weeks ago a

plane was taking off from the field, when suddenly its motor stalled. Immediately the airplane fell, diving into pole $48\frac{1}{2}$ of the loop, which broke off under the force of the impact about eight feet above the level of the ground. No one was hurt, however, and our circuits were soon working again.

"Wires failed Davenport-Minneapolis line," was the report at 8:05 a.m. one day lately. "Measures six miles out of Minneapolis." Great activity on the part of the Minneapolis testboard followed. Almost immediately City Foreman Duggan of the Northwestern Company and several men started for the trouble. Twenty minutes from the time the trouble occurred the 8's, wires 5-6, and one other wire, were clear.

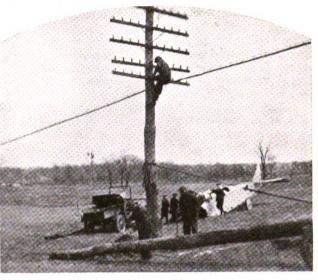
An amateur aviator of St Paul, learning to fly a new airplane at Curtiss field, had struck the Tri-State Company's pole, breaking off the top. Then he had crashed into the joint Northwestern and A. T. and T. Company pole across the street, breaking it off at the ground and breaking or

snarling the wires. No one was hurt, but about 100 wires were temporarily out of service.

At this time Section Lineman Ray Caldwell, of the Long Lines, was moving a pole in St. Paul, with the assistance of two men from the District office, F. M. Jacobi and A. A. Buchanan. Testboard Man Edward Soloman located them promptly

> by calling a drug store near by. In a few minutes they reached the break and restored all Long Lines wires within two hours after the airplane fell.

Whenthe Curtiss Northwest Flying Field was established here several years ago our wires were lowered to the level of the Tri - State wires nearest the flying field, in order to avoid such



A plane was taking off from this West Hartford, Conn., field when the motor stalled and the "ship" dove into pole 48½ of the Hartford loop

accidents, but it was not expected that a single airplane was capable of tearing down both leads—H. M. F.

Record for Completing Calls

Clara Kubanek, Operator 435 in the Buffalo force, has set up what we think is a record for completing calls, unless there is some other Long Lines saleswoman who can show a better one.

On one day lately Miss Kubanek established 17 connections-five direct circuit calls and 12 built up-within a total elapsed time of 61 minutes. But speed is not the only notable thing about the achievement. You may have noticed that we said Miss Kubanek "established" 17 connections. These were calls from one subscriber and the score was 100 per cent. complete when she finished.

Miss Kubanek also has an attendance record that claims attention. During the year 1921 she was absent only two days. In 1922 she did not miss a day.

All Sorts of Showers

HE New York Traffic office lost three of its mainstays when Miss Dora Ulrich retired and Miss Margaret Hughes and Mrs. Mary Graham Moran resigned. The combined period of service of this trio was 68 years, while the average, as you all may have figured by this time, was almost 23 years.

Miss Ulrich was in Division Traffic, and Miss Hughes and Mrs. Moran were in the complaint unit of District B. They were all showered with farewells and good wishes, not to speak of gifts. To say that the "parting was such sweet sorrow" is really putting it mildly, for veritable April showers marked their departure from our

midst, individually and collectively.

Shifts in the Line-Up

Traffic—Evelyn Bauer, Operator, New York, to Supervisor, May 7; Annette Borstlap, Operator, New York, to Complaint Clerk, May 7; Rose M. Dolan, Typist, New York, to Welfare Supervisor, May 7; Adele Koehlinger, Operator, New York, to Supervisor, May 7; Florence McCartin, Operating Room Instructor, New York, to Assistant Instructor, May 7.

Helen Mertins, Teresa Monaghan and Helen Sweeney, Operators, New York, to Supervisors, May 7; Bessie Kimmich. Philadelphia, appointed Division Instructor, May 1.

A. E. McCaughey, Traffic Supervisor, Philadelphia, to Division Traffic Engineer, April 9; E. Cope, jr., Traffic Supervisor, District, Philadelphia, to Traffic Supervisor, Division, April 16; R. W. Cathell, Facilities Supervisor, District, Philadelphia, to Traffic Supervisor, Division, April 1.

Mary A. Blake, Senior Operator, Morrell Park, to Supervisor, May Grace R. Fleming, Supervisor, Chicago, to Night Chief Operator, May 3; Louise G. Macleod and Edna M. Mueller, Operators, Chicago, to Supervisors, May 7.

Gertrude E. Shinnick, Senior Operator, Chicago, to Supervisor, May 7: Elsie M. Work, Operator, Chicago, to Supervisor, May 7; Minnie Zeitler, Senior Operator, Chicago, to Supervisor, May 7; Louisa Hood, Operator, Indianapolis, to Supervisor, May 7.

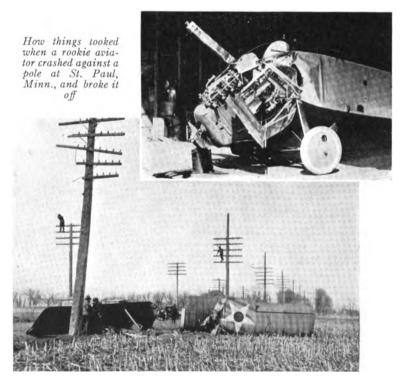
M. B. Crossman, Traffic Supervisor, Boston, Mass., to District Traffic Superintendent, St. Louis, Mo., April 17; D. M. Slyh, Traffic Supervisor, Cleveland, resigned April 30; P. G. Kimball, Traffic Student, transferred from Cleveland to Cincinnati, May 1.

Legal-Second Division: A. G. Grant, Philadelphia, appointed Assistant Division Attorney; H. Flumerfelt, Harrisburg, appointed District Attorney; C. J. Kelley, Pittsburgh, appointed District Attorney. All of April 1.

These men report to Division Attorney

Revnolds.

Plant—W. L. Reneker, who has held the position of Testboard Man at Pittsburgh, Pa., has been appointed Chief Testboard Man, New Castle, Pa. The appointment is effective as of May 1.



By Aid of a Fishing Rod

N intermittent short was noted by the Denver testboard on the transcontinental wires of the Omaha-Denver line between Denver and North Platte, Neb., at 1 p. m., April 30. Throughout the afternoon trouble men from Julesburg, Col., and Ogalala, Neb., covered the line between poles 15816 and 15906, finding no trouble. At 1 a. m., May 1, our genial section lineman, S. H. Thompson, of Sterling, Col. was called and Sam, as we all know him out here, started for the scene of the trouble.

All night long and the next morning, Sam and other trouble men covered the line and climbed poles until they were almost exhausted. At 9 a. m. their efforts were rewarded at pole 15890, near Julesburg. The trouble was found to be an extremely small piece of magnet wire, fixed on the wires in such a manner that the wind would blow it across the eight gauge circuits. It was of such a small gauge that it could not be seen a few feet from the eyes.

The apparatus Mr. Thompson employed in finding this trouble, and which he now carries on all trouble hunting expeditions, is a long fish pole. It is not standard equipment. Nevertheless, Mr. Thompson recommends it for use in hunting trouble that "ain't there."

We would like to know if suggestions are in order to have this class of tool listed as a standard equipment for section linemen. It would save them from climbing poles, and at the same time provide a pleasant means of occupying their spare time.

—H. C. L.

"You Said It"

When people think you're just a voice, Then, laws! Yer haven't got no choice; Ya gotta make that voice ring true, 'Cause that's all they can know of you.

"I kin," we say, instead of "can," And "doncha know" and "willya" an' The small word "yes" we much abuse; It's "yop" or "yea" when it's in use.

But doncha talk of this outside. There's still a way we haven't tried. We'll fool 'em all. I'll tell you how— Perfect our talk. Let's start right now.

-Emma J. Meier.





Lansingburg test station girls and District Traffic Supt. A. F. Kelley, guest of honor at their luncheon

Miss Reuse Returns to Chicago

BELL System friends of Miss Mary T. Reuse, Assistant to Vice-President E. K. Hall of the A. T. and T. Company, will be sorry to learn of the continued disability of her mother which will require Miss Reuse to return to Chicago on an indefinite leave of absence in order to be with her family.

The work in the interests of Bell System women, which has been initiated under Miss Reuse's direction, will be carried on and extended during her absence from New York by Miss Laura Smith, who comes from the Southern Bell Company where she was a member of the staff of the General Superintendent of Traffic, and by Mrs. Anna Shaw Reilly, who has been Mr. E. K. Hall's secretary.

While she is in Chicago Miss Reuse will do special work on the staff of the General Superintendent of Traffic of the Illinois Bell Company. Consequently, New York's loss is a gain for Chicago.

Runaway Diners

The girls of the Lansingburg, N. Y., test station gave a luncheon with District Traffic Superintendent, District B, A. F. Kelley, of New York, as the guest of honor. The tables, which were prettily decorated in Spring colors, were set in the retiring room.

After the last course, consisting of home-made lemon sherbet and cake, the diners ran away to pose for their pictures—perhaps so that they might see themselves in Long Lines; or perhaps to escape washing dishes.—F. K.

Our Restaurant Business

Few realize that the volume of the Bell System's restaurant business is surpassed by only a few concerns in the country. Here are some facts: The total money turn-over from lunch service for operating employees last year, not including charges for rent of quarters and carrying charges on equipment, amounted to \$6,500,000. There are at present 450 lunch rooms serving approximately 500 central offices, and about 90,000 employees.

The largest single job is, of course, in New York City, where there are 60 lunch rooms providing some 600,000 lunches per month for 22,000 employees. About 2,000 employees are engaged in the operation of all the lunch rooms of the System. Net expense to the System for this service is continually decreasing through efficiency of operation. In 1921 it was \$2,100,000, in 1922 it was \$1,600,000, while this year it is expected that another \$500,000 may be lopped off the total expenses.

—O. and E. News

No—not a June bridal party. Merely J. M. Leonard and J. P. Maloy, two well known General Plant office men, while on one of their numerous trips conducting loud speaker demonstrations. Our picture shows them at a Potland, Ore. rose festival



Chicago Nine on Deck

THE Long Lines Baseball Club, Chicago, held a meeting Thursday evening, May 3 for the purpose of electing officers and discussing plans for the season of 1923. Newton C. LeVee was elected president for a second term. He appointed Otto Johnson captain.

The Long Lines Baseball Club is a member of the Inter-Department Telephone League. Last year was their first year in the league and they finished third, in a field of fast company. With all their old stars in the line-up and a number of promising rookies, they expect to cop the pennant this year.-H. G. H., Plant.

Some Mess It Was!

Circuits west and north out of Kansas City on the Monday morning after our spring storm were somewhat scarce. Late Sunday afternoon a heavy wet snow began to fall. The flakes were unusually large, and the wind blowing with a velocity of from 50 to 75 miles an hour pasted them

to the surface of all exposed objects and then proceeded to pile on additional layers.

The break proper lay between Topeka, Kan., City. and Kansas Some mess it was! Section Lineman Amos Bumgarner started

from Topeka shortly after midnight covering the Kansas City-Denver line east. Section Lineman Earl Albertson, notified of the break at 11:05, drove seven miles to catch an 11:45 train, and at 2 morn-Monday ing was covering line the from Midland, Kan. Montgomery and Laughlin left Kansas City at 8:30 Monday morning and by 5

p. m. had pushed through the muck and mire to meet Albertson at Six Corners, Kan. The roads were impassable in most places so far as a car was concerned, and walking did not in any way resemble a stroll on Fifth Avenue, but the boys got through, of course, and repaired damages.

Wet snow and wind form a bad combination, especially in Kansas (where anything wet is bad) where for miles the wind has a clear sweep at the line without being resisted or reduced by natural barriers.

Rolls of snow that had fallen from the wire were still in evidence on the following morning. The north sides of the poles (if a pole has a side) were decorated with hard white ridges of ice caused by the wet snow freezing.

The men who covered the break did not do so with any idea of getting their names in print, but because they were filled with a sense of the necessity of getting a complete report covering the extent of the break as soon as possible. It was part of the day's job. They were merely exemplifying the spirit of service which is the spirit of the Bell System.—C. W. L.

"I Do"

A Minneapolis girl, visiting in Reno, Nev., decided to be married there on short notice. Her mother and sister were living in Minnesota, and she was very

> anxious to have them present at the wedding.

Long distance connection was established between Reno and the bride's Minneapolis home. The tele-phone in Reno was placed on level with the lips of the judge and the principals. Questions and answers were heard distinctly by the bride's mother. Telephone operators were incidental witnesses.



Members of gang 215, Division 2 (Foreman McKee), while on the Petersburg-Georgetown line in West Virginia. They went through 1922 with no lost time accidents.

Insert—"Henry," Big Mack, D. Pope and Jimmy Ring,
"He is the champion bulldog of Long Lines," writes our
correspondent. "He is owned by gang clerk G. T. McCully, and will take on all comers up to 100 pounds'

From the Top Down

OME years back, along the route of the old Newtown Square-Temple line, in the City of Reading, Pa., resided a noted artist. This gentleman indulged in a favorite hobby, horticulture, and on the grounds surrounding his beautiful home he had planted many large and spreading shade trees. fortunately, from our standpoint, several of these trees were located in such a position that the growing limbs projected into the wires of

the line and jeopardized service. The natural thing to do in this case was merely to trim out the offending branches. Permission to do so was easily obtained and Section Lineman John Groninger appeared

on the scene ready for the job.

When the property owner became aware of the fact that a lineman used spurs in order to climb and that these self-same spurs were going to penetrate the bark of his precious trees, he put his foot down hard. "Absolutely nothing doing!" was the substance of his varied remarks on the subject. After more or less persuasion, however, he agreed to permit the trees to be trimmed, providing that the lineman did not climb any of them.

This was somewhat of a poser. The poles were big ones and it was impossible to reach the branches from a ladder. Nothing daunted, Groninger, with that resourcefulness which was so characteristic of the old timer, started to do the job from

the top down.

Climbing the nearest 60 footer, he drew up after him, on his tow-line, two ladders. Considering the height of the poles, this in itself was no mean feat. After that it was just a question of "air-plane." Working his way out on the wires of the top arm, first with one ladder and then with the other, he managed to reach a position of vantage where he could trim the tangled branches and still keep within the conditions laid down by the property owner—



a method *not* recommended in any safety code, but this all happened years ago.

Nowadays whenever we of Temple operating station hear of some remarkable job having been performed, we are glad that such things are being done. At such a time, however, our minds always bear upon a certain day when John Groninger crossed the wires on ladders to trim limbs in Reading.—G. N. McD.

Nice Winter Detroit's Having This Summer

Detroit is having a nice winter this summer! Imagine, after warm spring weather to wake up and find oneself plowing through inches of snow to work, which is what Detroit folks had to do on May 9—much to their surprise. When under the sun is a flapper going to get a chance to wear spring clothes in this cold, rainy weather? Well, one good turn the snow did. Gave us a chance to wear home those old galoshes that had been left despairingly in our lockers.

The office is not the old familiar office it used to be. There are so many new faces. We were all sorry when Mrs. Cassie resigned. She was well liked by all. Miss Emma Ross, Miss Alma Wade and Miss Ruth Whalen have also left. There are a number of other girls who are to leave us soon. We surely will miss them.—H. T.

Buffalo Off to Good Start

BUFFALO Traffic Branch 117 burst into full bloom at its meeting April 11 and got off to a good start in every way. A dinner at six o'clock headed the program. Miss Margaret Bunce, who is our new presiding officer (and by the way, she is some enthusiastic little officer), kept things moving right after dinner, while

some of the Fletcherizers were finishing their repast, by having yells and cheers given by the girls at each table. There was keen competition and it would have been hard to decide which group was the best.

The well-planned business meeting, following the dinner, was indeed snappy. Reports from the chairmen of the various committees indicated that the committees of the Buffalo Traffic Branch have been right on the job. The disability girls have been well remembered with visits, flowers and cards from the visiting committee, while the ways and means chairman had a splendid report to make of the raffle, and plans for a dance to come later with visions of a way to spend it if they realize the amount needed for their idea. think they will from all reports

After the meeting District
Traffic Superintendent Boltwood was invited to talk to the girls informally.
"Better summer service" was the principal thought he gave to the meeting and asked that each one keep that thought uppermost in her mind during the summer months and aspire to make the service this summer better than it has ever been.

Overlap ringing was not forgotten, but was cited as a tremendous help because of its wonderful quality as a time saver, circuit saver, and a saver in many other ways. Good attendance during the summer months was also mentioned as a most necessary contribution to make better service.

A short program was scheduled next, the biggest number being the portrayal of the poem "Lochinvar" in comedy. It was beautifully acted by the various members of the Association, who borrowed every-

thing from lace curtains for the bride's veil to a wooden saw horse, which was made to look most natural with the aid of a fur neck piece and muff, and on which Lochinvar and his bride galloped away, much to the amusement of all.

Other numbers on the program were a duet by two members of the "Ku Klux Klan" and solos and selections on the ukelele. The meeting disbanded with

everyone feeling inspired and convinced that they would surely hate to miss the next one.

The girls of Buffalo Traffic Branch 117 are enjoying the privilege of having access to 50 books loaned to our Association by the public library. The books have been very carefully selected and the girls seem exceedingly anxious to obtain them.

It is planned to have the books in the operating room and a special period or two a day will be provided for the drawing of them. This is a most acceptable plan to the girls who have been in the habit of using public library books, for it saves them much time to be able to procure the books in their office rather than at the library. It also has a tendency to encourage girls to read who have not previously acquired that habit.

The executive committee of Buffalo Traffic Branch 117 recently decided that each girl on the force is to have a pretty card sent to her on her birthday, expressing the good wishes of the girls of the Association. The idea is new, but we will tell you how they like it later.—M. H. R.



"A. Dickey, Equipment Foreman in Div. 4, counting what is left after going through the process of paying his men—Dickey's gang of boy electricians." So read the letter that came with this picture

Everyone Stayed

The Providence office held its third annual dance at the Providence Plantations Club on May 10. The Spring social and dance seems to have become a pleasant institution here and the office members and their friends look forward to it each year.

The music was so good that even the usually timid ones were unable to resist it. Everyone stayed until the last strains of music were played.—S. A. C.

Music Capped the Climax

ENERAL Plant Office Branch 14, New York, entertained at a dance that could be almost called a dinner-dance on April 19 at the Telephone Club. "Almost,"—because while it started out to be a dance, the prelude "dinner" might be added since Pom and his gang and Les Smyth and his 44 arrived at the banquet hall in the club before the dance, only to find the rest of the seventh floor had had the same original idea.

Schinkel and Pomeroy outshone each other encouraging the crowd to master the art of shouting. We could recommend a combination of the two as a good leader for community singing. Pat Maloy won the distinction of spearing the largest number of balloons

Our service supervisor, L. N. Stoskopf, entertained the crowd with his attempts to dodge Mr. Thurston in the broom dance. Bill Staples was there. Otherwise we wouldn't have felt our family circle complete. And "Murph" tells us that though he was in Chicago at the time, he sensed our syncopated harmony. We know too that Mr. Miller didn't realize how many flutters were blown to the winds because he wasn't dancing.

And if you could have seen Slyb Sorc's worried look when he lost out on a partner in the nantucket! And Jim Leonard, punishing punch after his sojourn in Cuba. And S. C. Ingalls dancing the old-fashioned waltz. And Charley Stoehr's beam over the success of the party. And Bill Reid's surprise at winning the lucky number dance. And — sh-h-h-! Messrs. Crounse and Warke were there with two delightful young ladies—their wives.

S. C. Wheeler and J. W. Thompson have

still to be won back to our good graces for ducking up to the billiard room at the end of each dance. And they say Red Craig was there. But he was so busy keeping the bridge tables filled up that we didn't see him.

But it was the music that capped the climax of the evening. For the musicians, with the committee and the ticket sellers, made the "good time was had by all" a reality. The next dance will be a picnic.

Memphis-Louisville Race

As entries in the forthcoming horse race, allow me to present two famous Southern plugs, Diamond Dye Dynamite of Memphis, Tenn., and Gun Powder Sparky, of Louisville, Ky.

Diamond Dye Dynamite, so called because, as you all know, Diamond dyes are fast, was sent to Louisville, Ky., to take part in the Memphis-Louisville steeplechase, held at Per Cent. Downs.

Gun Powder Sparky, fed on a special brand of Kentucky ginger bread, with capsules of gun powder, is the pride and joy of his old Kentucky home, and we are expecting great results of him. The Louisville slogan is "Dynamite win—but—Dynamiten't."—R. G. H., Louisville.

I understand that the four ornamental bronze panels over the Broadway entrances to the Telephone and Telegraph Building, 195 and 205 Broadway, New York City, represent Water, Earth, Air and Fire. The initial letters of these four elements—WEAF—form the call letters of the A. T. and T. Company broadcasting station in

New York.—W. F. B.

This batch of Kansas City smiles arrived when the diners did and remained in evidence all through the banquet. The occasion was the dinner given by the Kansas City office in honor of J. W. Raby, New York and H. L. Hosford, St. Louis, during their recent visit



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EMEMBER that splendid Bell System advertisement called "If a Giant Cut the Wires"? It asked the reader to imagine what would happen if every telephone in the land suddenly became silent. It sketched the confusion that would reign. It predicted that social as well as business life would be paralyzed.

Use your imagination again, please. Suppose our stenographers suddenly vanished. And all of us had to go back to the office methods of thirty or forty years ago. Back to the use of the letter press, the laborious, longhand communications, the "stenographer" who wore a frock coat and high hat.

Imagine the—but, no; the picture is too chaotic. Let's do the other thing: appreciate Miss Stenographer for the valuable ally she is; show her the consideration she merits; let her know, now and then, that she is one of industry's finest features.

And pray she will not marry for a long, long time!

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